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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES _____

NO _____



DATE _____

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

October, 1946

INTRODUCTION

In view of the many new types of De Havilland Airframes and Engines which are coming into use, it is now considered essential to inaugurate a new system of Technical News Sheets.

This new type of bulletin supersedes both the old style of Technical News Sheet and the Service Department Technical Bulletin.

For ease of reference these News Sheets will be classified according to the particular type of airframe or engine to which it refers and should be filed against its appropriate tabulated Index Sheet. Each Index Sheet is divided into sub-headings in alphabetical order, and the operator on receipt of each News Sheet should first note the engine or airframe type concerned and then insert the News Sheet number against the correct sub-heading of the particular Index Sheet.

The following list shows the affix letters tabulated to the Index Sheets with the type of engine or airframe to which they refer.

" M "	Mosquito Airframe	(General Circulation)
" MR "	" "	(Restricted Circulation)
" V "	Vampire Airframe	(General Circulation)
" VR "	" "	(Restricted Circulation)
" H "	Hornet Airframe	(General Circulation)
" HR "	" "	(Restricted Circulation)
" J "	Gas Turbine Type Engine	(General Circulation)
" JR "	" " " "	(Restricted Circulation)
" G "	Gipsy Type Engine	(General Circulation)
" GR "	" " "	(Restricted Circulation)
" CT "	Civil Type Airframe	(General Circulation)
" CTR "	" " "	(Restricted Circulation)
" GE "	General Engine	(General Circulation)
" GER "	" "	(Restricted Circulation)
" GA "	General Airframe	(General Circulation)
" GAR "	" "	(Restricted Circulation)

Separate mailing lists will be compiled for each classification.

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INDEX series V (Vampire 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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17. Ventilation and cabin heating. 11, 14, 31, 48, 51, 56, 65, 71, 79, 86, 89, 118, 120, 141, 129, 142, 148, 151, 152, 159, 161, 162, 173, 174, 175, 176, 226.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V

NO. 1



DATE Nov. 16th. 1946.

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

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

VAMPIRE MKS. I.
IDENTIFICATION MARKING ON
AMMUNITION FEED CHUTES - INTRODUCTION.

Class. 2B. N.C.P.

A.M. Mod. No. Vampire 259.

For your advance information, included herewith is a draft copy of the technical leaflet dealing with the above, which will be issued in due course in connection with the Air Publication.

This modification makes provision for the introduction of identification markings on the ammunition feed chutes.

A means of distinguishing Port and Starboard inner and outer chutes is required as these are not interchangeable and damage would be caused by attempting to fit them incorrectly.

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TECHNICAL NEWS SHEET

SERIES V.

NO. 2



DATE Nov. 16th. 1946.

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

VAMPIRE AIRFRAME - GENERAL CIRCULATION.
SUB HEADING -7 - FUSELAGE ASSEMBLY.

VAMPIRE MK. I.
(NON-PRESSURISED A/C)

TO PREVENT CHAFING OF CANOPY
SEAL- INTRODUCTION.

Class 2B.

A.M. Mod. No. Vampire 250.

For your advance information, included herewith is a draft copy of the technical leaflet dealing with the above which will be issued in due course in connection with the Air Publication.

This modification provides for the introduction of one additional pair of rollers to be fitted to the rear of the canopy in order to prevent chafing at the rear corner of the sealing strip, also to reposition the existing roller to prevent chattering at the forward end of the canopy.

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TECHNICAL NEWS SHEET

SERIES V

No. 3



DATE Nov. 14th., 1946.

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

VAMPIRE AIRFRAME - GENERAL CIRCULATION.
SUB HEADING -9-OIL SYSTEM.

VAMPIRE MK. I.
REDESIGNED COMMON DRAIN BOX
AT ENGINE - INTRODUCTION.

Class 2B,

A.M. Mod. No. P.P.3.

Consequential to Mod. Goblin 129.

Further to Technical News Sheets Nos. 147 & 173,
included herewith is a draft copy of Technical Leaflet Iss.5.
dealing with the above, which will be issued in due course in
connection with the Air Publication.

This modification makes provision for the introduction
of a redesigned common drain box at the engine. The existing drain
box (supplied by the engine division) proved inadequate for the
flows involved and was causing back pressure in adjacent pipe
lines.

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TECHNICAL NEWS SHEET

SERIES V No. 4



DATE Nov. 14th. 1946.

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

VAMPIRE AIRFRAME - GENERAL CIRCULATION.
SUB HEADING - 14 - SERVICES, AIRCRAFT.

VAMPIRE MKS. I, II, III & IV.

REDESIGNED PIN WITH AN ECCENTRIC
TAPERED POINT FOR THE CANNON FEED
CHUTES - INTRODUCTION.

Class 2B.

A.M. Mod. No. Vampire 273.

For your advance information, included herewith is a draft copy of the technical leaflet dealing with the above, which will be issued in due course in connection with the Air Publication.

This modification makes provision for the introduction of a redesigned pin with an eccentric tapered point to facilitate easy fitting of the pin into the cannon feed chutes.

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 V

No. 5



DATE Nov. 14th. 1946.

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

- (1). VAMPIRE AIRFRAME - GENERAL CIRCULATION.
SUB HEADING - 12 - FUEL SYSTEM.

VAMPIRE MK. I
DELETION OF THE DRAIN PIPE FILLER
NECK WELL OF THE MAIN FUEL TANK.

Further to Technical News Bulletin No. 188, included
herewith Amendment No.1. to A.M.Mod. No. Vampire 291.

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- (2). SUB HEADING - 14 - SERVICES AIRCRAFT.

VAMPIRE MKS. I & III.
MEANS OF OPERATING CANOPY SEAL FROM
ENGINE BLOWER IN LIEU OF VACUUM PUMP

Further to Technical News Bulletin No.81, included
herewith Amendment No.1 to A.M. Mod. No. Vampire 159.

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HATFIELD HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES V No. 6



DATE 20.11.46.

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

VAMPIRE AIRFRAME - GENERAL CIRCULATION.
SUB HEADING 14. - SERVICES AIRCRAFT.

DELETION OF PRESSURE
CHECKING ADAPTOR.

VAMPIRE MK. I.

Class 2A. N.C.P.

A.M.Mod.No.Vampire 305.

For your advance information, included herewith is an advance copy of the draft technical leaflet which will be issued in due course in connection with the Air Publication.

This modification makes provision for a blanking plug, to delete and blank off the pressure checking adaptor on the pneumatic panel to avoid its misuse by being mistaken for the charging point.

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TECHNICAL NEWS SHEET

SERIES V No 7



DATE 26th November, 1946.

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

VAMPIRE AIRFRAME. GENERAL CIRCULATION.

SUB HEADING - 12. FUEL SYSTEM.

MEANS OF OPERATING FUEL TRANSFER FROM ENGINE BLOWER IN LIEU OF VACUUM PUMP - INTRODUCTION.

With reference to old style Technical Bulletin V.H.182, would you please amend the second paragraph of this to read as follows:-

"This modification makes provision for the introduction of a means of operating the fuel transfer system from the engine blower in lieu of vacuum pump, as this pump is not capable of supplying sufficient pressure for fuel transfer at altitude."

Action will be taken to alter the modification and leaflet in due course.

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TECHNICAL NEWS SHEET

SERIES V

NO 8



DATE Dec. 20th. 1947

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION. SUB HEADING 8 - GENERAL.

As most Engineers will by now be aware, a new system of Technical News Sheets has been instituted, and all future information will be circulated by this means.

It is thought that Engineers may wish to index existing Technical Bulletins in the new folders to be provided under the new system, and the following list has been compiled, consisting of all Bulletins referring to Vampire Airframes which are still considered to be of current interest.

This News Sheet should be indexed as V.8 in all the headings appearing in the right hand column below.

<u>Old Bulletin No.</u>	<u>Subject or Title.</u>	<u>Heading under new System.</u>
V.H.3.	Inspection of detail parts in H.T.S.	8.General.
V.H.5.	Amendment to V.H.3.	8.General.
V.H.8.	Introduction of brass strip round canopy. Mod. V.17	20.T rial Installations & Modifications. 7.Fuselage assembly.
V.H.20.	Mod. V.31. Improved inward Venting Filler Cap.	12.Fuel System. 20.Trial Installations & Modifications.

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V.8 sheet 2.

<u>Old Bulletin No.</u>	<u>Subject or Title.</u>	<u>Heading under new system.</u>
V.H.31.	Mod. V.27. Introduction of Markings on canopy.	8. General. 20. Trial Installations and modifications.
V.H.32.	Mod. V.28. 95 lbs. Ballast in Nose.	7. Fuselage Assembly. 20. Trial Installations and Modifications. 10. Miscellaneous Equipment.
V.H.33.	Mod. V.47. Introduction of C.G. Datum Plate.	20. Trial installations and modifications. 7. Fuselage Assembly.
V.H.34.	Mod. V.51. Plumb bob markings for Guns.	20. Trial installations and modifications. 8. General.
V.H.35.	Mod. V.62. Blanking plate for Blind approach aerial.	20. Trial Installations and Modifications. 13. Radio.
V.H.36.	Mod. V.95. Introduction of heavier Elevator Bias Weight.	20. Trial Installations and modifications. 4. Controls, flying.
V.H.37.	Tensiometer tests and cable tensions.	4. Controls, flying. 8. General.
V.H.39.	Letter from R.D.A. Defects, re Vampire Undercarriage.	16. Undercarriage.
V.H.41.	Letter from A.I.D. at Preston Vampire Rudders - slackness in steel pins of rudder torque tube.	8. General. 15. Trial Unit Assembly.
V.H.52.	Mod. V.118. Introduction of drain holes in booms.	20. Trial installations and modifications. 7. Fuselage Assembly.

CONTINUED.

V.8 sheet 2A.

<u>Old Bulletin</u> <u>No.</u>	<u>Subject or Title.</u>	<u>Heading under new system.</u>
V.H.53.	Mod. V.119. Introduction of Serial Nos. on undersides of Mainplanes.	20. Trial installations and modifications. 18. Wing Assembly.
V.H.58.	Letter from A.I.D. Failure of Titeflex Fuel Pipes.	12. Fuel System.
V.H.59.	Fitting of Main U/C Legs.	16. Undercarriage.
V.H.64.	Fitting of Streamline Filters to Bowsers.	19. Ground Equipment.
V.H.74.	To introduce Mounting for Birdak Inertia Switch - Mod.V.13.	20. Trial Installation and modifications 16. Undercarriage.
V.H.75.	Mod. V.113. To introduce terminal cover for Master Switch.	11. Electrical Installation. 20. Trial Installations and Modifications.
V.H.76.	Mod. V.61.. To increase the clearance around the blocking rings for bulkhead cable plugs.	20. Trial installations and modifications, 13. Radio.

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V.8. sheet 3.

<u>Old Bulletin No.</u>	<u>Subject or Title.</u>	<u>Heading under new System.</u>
V.H.77.	Mod. V.68. To introduce Quick Release Sockets in Oxygen System.	20. Trial installations and modifications. 14. Services, aircraft.
V.H.80.	Essential Class 2 Modifications on Vampire.	20. Trial installations and modifications. 8. General.
V.H.81.	Mod. V.118. Safety Gatches on Canopy Rails.	20. Trial installations and modifications. 7. Fuselage Assembly.
V.H.82.	Mod. V.30. To introduce a Safety Relief Valve on the Heywood Compressor Line.	20. Trial installations and modifications. 14. Services, aircraft.
V.H.84.	Cowling rail on fuselage - Repair Scheme.	24. Repair Scheme.
V.H.86.	Mod. V.189. To modify mounting for fitting the G.45 Camera.	20. Trial installations and modifications. 10. Miscellaneous equipment.
V.H.88.	Vampire, range, duration, A.M.P.G. etc.	8. General.
V.H.90.	Position error corrections.	8. General.
V.H.97.	Mod. V.223. Redesigned hose between filter and pump.	20. Trial installations and modifications. 12. Fuel System.
V.H.98.	Mod. V.28. To introduce 95 lbs. Ballast weight on front armour Bulkhead.	7. Fuselage Assembly. 20. Trial Installations and modifications. 10. Miscellaneous Equipment.
V.H.99.	Mod. V.43. Re-designed Micro Switch on Undercarriage Leg.	20. Trial Installations and modifications. 16. Undercarriage.
V.H.100.	Mod. V.174. Deletion of 1 $\frac{1}{4}$ lb. Incendiary bomb fitting.	20. Trial installations and modifications. 10. Miscellaneous Equipment. 1. Armament.

/CONT.

<u>Old Bulletin No.</u>	<u>Subject or title.</u>	<u>Heading under new system.</u>
V.H.101.	Mod. V.165. Introduction of additional Rescue Markings.	20. Trial Installations & Modifications. 8. General.
V.H.102.	Mod. P.P.5. To introduce Heywood Compressor Filter and redesigned Compressor cooling shroud.	20. Trial installations & Modifications. 14. Services, Aircraft. 6. Engine installation.
V.H.103.	Mod. P.P.10. Mods necessary to install Goblin II, instead of Goblin I.	20. Trial Installations & Modifications. 6. Engine installation.
V.H.108.	Mod. V.187. Introduction of Machmeter.	20. Trial installations and modifications. 23. Instruments.
V.H.109.	Mod. V.53. Introduction of re-positioned gun mounting, & lengthened empty case chutes.	20. Trial installations and modifications. 1. Armament.
V.H.111.	Mod. V.91. Flexatex hose replaced by Weatherhead hose	20. Trial installations and modifications. 12. Fuel System.
V.H.112.	Mod. V.218strengthened canopy winding gear.	20. Trial installations and modifications. 7. Fuselage Assembly.
V.H.113.	Mod. V.88. Introduce fairing and slip release gear for Drop Tanks.	20. Trial installations and modifications. 12 Fuel system.
V.H.114.	Mod. V.155. Deletion of oil flow Indicator.	20. Trial installations & Modifications. 9. Oil System. 23. Instruments.
V.H.115.	Mod. V.183. Drain holes in main components.	20. Trial installations & Modifications. 8. General.
V.H.116.	Mod. V.163. To re-run Navigation Light Lead.	20. Trial installations & Modifications. 10. Miscellaneous Equipment.

/CONT.

<u>Old Bulletin No.</u>	<u>Subject or Title.</u>	<u>Heading under new System.</u>
V.H.117.	Mod. V.221. Canopy Safety Catch - Strengthened cable attachment in Handgrip.	20. Trial installations and modifications. 7. Fuselage Assembly.
V.H.118.	Mod. V.188. Introduction of Safety Catch for H.P. Cock lever.	20. Trial installations & Modifixations. 3. Controls, engine.
V.H.119.	Mod. V.142. Ground starter plug - enlarged hole in Sttbd. engine Inspection door.	20. Trial installations and modifications. 11. Electrical Installation.
V.H.120.	Mod. V.220. to provide additional drain hole in tail boom.	20. Trial installations and Modifications. 8. General.
VH.121.	Mod. V.178. Water drain pipe from Marshall Blower air supply pipe.	20. Trial installations and modifications. 6. Engine Installation.
V.H.122.	Mod. P.P.10. Installation of Goblin II instead of Goblin I.	20. Trial installations and modifications. 6. Engine Installation.
V.H.123.	Mod. V.146. Larger terminal lugs on Electrical cables.	20. Trial installations and modifications. 11. Electrical Installation
V.H.126.	V.61 Mod. / Increase clearance around locking rings for bulkhead cable plugs for T.R.1464.	20. Trial installations and modifications. 13. Radio,
V.H.127.	Mod. V.160. Coloured tape markings on Flying Control Wires.	20. Trial installations and modifications. 4. Controls, flying.
V.H.128.	Mod. V.222. Extra attachment for Tail plane and fin fairing.	20. Trial installations and modifications. 15. Tail Unit Assembly.
V.H.129.	Mod. V.223. Re-designed hose between filter and pump.	20. Trial installations and modifications. 12. Fuel System.

/P.T.O.

<u>Old Bulletin No.</u>	<u>Subject or Title.</u>	<u>Heading under new System.</u>
V.H.130.	Mod. V.124. Guard for Aileron Pulley and sealing of holes in spar and shroud in way of aileron .	20. Trial installations and modifications. 4. Controls, Flying.
V.H.132.	Mod. V.151. Re-designed Switch lever for Micro-Switch on Undercarriage Radius Rod.	20. Trial installations and modifications. 16. Undercarriage.
V.H.133.	Mod. V.157. Redesigning Compass Mounting plate.	20. Trial installations and modifications. 23. Instruments.
V.H.134.	Mod. V.170. Spruce block in recess in Gun doors to prevent water soakage.	20. Trial installations and modifications. 7. Fuselage Assembly.
V.H.135.	Mod. V.204. New stop pin in canopy winding handle.	20. Trial installations and modifications. 7. Fuselage Assembly.
V.H.137.	Mod. V.225. Non-return Valve (Weaker spring and deletion of Balance Spring.)	20. Trial installations and Modifications. 17. Ventilation and Cabin Heating.
V.H.138.	Vampire Nose-Wheel - Casting and shimmying.	20. Trial installations and modifications. 16. Undercarriage.
V.H.140.	Mod. P.P.6. Self-sealing couplings and fireproofed pipes at Hydraulic Pump.	20. Trial installations and modifications. 14. Services, aircraft.
V.H.141.	Mod. V.33. Self sealing couplings and fireproofed pipes at Hydraulic Pump.	20. Trial installations and modifications. 14. Services, Aircraft.
V.H.142.	Mod. V.144. New Relief Valve in Dive brake circuit.	20. Trial installations and modifications. 14. Services, aircraft.
V.H.143.	Mod. V.178. Water drain pipe from Marshall Blower Air Supply Pipe - Introduction.	20. Trial installations and modifications. 6. Engine installation.
V.H.144.	Mod. V.231. To modify Drop Tank break tube attachment.	20. Trial installations and modifications. 12. Fuel System.

/CONT.

<u>Old Bulletin No.</u>	<u>Subject or Title.</u>	<u>Heading under new system.</u>
V.H.145.	Mod. V.249. To delete Fuel pressure Switch wiring.	20. Trial installations and modifications. 23. Instruments.
V.H.146.	Amendment to V.H.115.	20. Trial installations 8. General.
V.H.147.	Mod. P.P.3. Redesigned Common drain box at engine.	20. Trial installations and modifications. 6. Engine installation.
V.H.148.	Mod. V.263. Delete Cockpit data plate for relighting in flight.	20. Trial installations and modifications, 8. General.
V.H.149.	Mod. V.116. Introduction of anchor Nuts for Securing Starter relay. Relay and solenoid to Starter panel.	20. Trial installations and modifications. 11. Electrical installation.
V.H.150.	Mod. V.236 . Storage in cockpit for fuel tank cap key.	20. Trial installations and modifications, 8. General.
V.H.151.	Mod. V.64. Modified mounting for I.F.F. and G.45. Camera.	20. Trial installations and modifications. 13. Radio. 10. Miscellaneous Equipment.
V.H.163.	Mod. V.246. Introduction of water drain plugs in the fuel system.	20. Trial installations and modifications. 12. Fuel System.
V.H.164.	Mod. V.224. To reinforce the canopy rear fairing.	20. Trial installations and modifications. 7. Fuselage assembly.
V.H.167.	Amendments to V.H.140. and V.H.141.	20. Trial installations and modifications. 14. Services, Aircraft.
V.H.168.	Amendments to V.H.140. & V.H.141.	20. Trial installations and modifications 14. Services, Aircraft.
V.H.169.	Vampire aircraft, retrospective Modifications.	20. Trial installations and modifications. / P.T.O.

<u>Old Bulletin No.</u>	<u>Subject or title.</u>	<u>Heading under new system.</u>
V.H.172.	Amendment to V.H. 111.	20. Trial Installation and Modifications. 12. Fuel System.
V.H.173.	Amendments to V.H.108 and 147.	20. Trial installations and Modifications. 6. Engine installation. 23. Instruments.
V.H.174.	Main Undercarriage, Prevention of fouling of Wheel on cylinder tube.	20. Trial installations and modifications. 16. Undercarriage.
V.H.175.	Spilling of Battery acid.	11. Electrical Installation.
V.H.177.	Amendment to V.H.163.	20. Trial installations and modifications. 12. Fuel System.
V.H.178.	Mod. V.169. Vampire Mk.I. pressurised; redesigned parts for Canopy jettisoning.	20 Trial installations and modifications. 7. Fuselage assembly.
V.H.179.	Failure of Aileron Balance Weight brackets.	18. Wing assembly. 4. Controls, flying.
V.H.180.	Mod. to Vampire Pneumatic System, wrongful charging of Air Bottle.	20. Trial installations and modifications. 14. Services, aircraft.
V.H.181	Mod. V.159. Air for canopy seal from engine blower.	20. Trial installations and modifications. 7. Fuselage assembly.
V.H.182.	Mod. 211. Means of operating fuel transfer from engine blower in lieu of Vacuum Pump.	20. Trial installations and modifications. 12. Fuel System.
V.H.183.	Mod. V.224. Reinforcing Canopy rear-fairing, etc.	20. Trail Installations and Modifications. 7. Fuselage assembly
V.H.184.	Mod. V.230. To Modify Jet Pipe Cover.	20. Trial Installations and Modifications. 10. Miscellaneous Equipment.

CONT. OVER

<u>Old Bulletin No.</u>	<u>Subject or title.</u>	<u>Heading under new system.</u>
V.H.185.	Mod. V.233. Introduction of ground starting label adjacent to starter button.	20. Trial installations and modifications. 8. General.
V.H.186.	Mod. V.243. Stronger fork-end for nose-wheel radius rod.	20. Trial installations and modifications. 16. Undercarriage.
V.H.187.	Mod. V.260. To delete inward venting filler caps on inner wing fuel tanks.	20. Trial installations and modifications. 12. Fuel system.
V.H.188.	Mod. V.291. Deletion of drain pipe from filler neck well of main fuel tank.	20. Trial installations and modifications. 12. Fuel System.
V.H.189.	Mod. V.160. Amendment to V.H.127 Coloured tape markings on flying controls.	20. Trial installations and modifications. 4. Controls, flying.
V.H.190.	Mod. 255. Fixed fittings for securing jet pipe and air intake covers.	20. Trial installations and modifications. 8. General.
V.H.191.	Mod. V.302. H.T.S. Bolted in Main Undercarriage pick-up fitting.	20. Trial installations and modifications. 16. Undercarriage.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE · HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES _____

NO _____

9



DATE _____

Dec. 11th. 1946.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING - 7 - FUSELAGE ASSEMBLY

VAMPIRE MK. I & II

HEAVIER BALLAST WEIGHT IN
NOSE - INTRODUCTION.

Class 2B.

A.M. Mod. No. Vampire 202.

For your advance information, included herewith is a draft copy of the technical leaflet dealing with the above which will be issued in due course in connection with the Air Publication.

This modification makes provision for the introduction of a heavier ballast weight. Since the C.G. of the Mk. III will be different from the Mk. I the heavier ballast weight will be required.

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TECHNICAL NEWS SHEET

SERIES V. No 10.



DATE Dec. 11th. 1946.

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

VAMPIRE AIRFRAME - GENERAL CIRCULATION.
SUB LEADING 10. - MISCELLANEOUS EQUIPMENT.

VAMPIRES MKS. I & III

A.S.I. CALIBRATED IN KNOTS IN LIEU OF M.P.H.

Class 2.A. N.C.P.

A.M. MOD. No. VAMPIRE 247

For your advance information, included herewith is a draft copy of the technical leaflet dealing with the above, which will be issued in due course in connection with the Air Publication.

This modification makes provision for the introduction of a new A.S.I. calibrated in knots in lieu of M.P.H. and a modified warning label, to concur with A.M. requirements.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES V No 11



DATE Dec. 11th. 1946.

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

VAMPIRE AIRFRAME - GENERAL CIRCULATION.

SUB HEADING - 16 - UNDERCARRIAGE.

VAMPIRE MK. I

STRENGTHENED JACK OPERATING LEVER
ON MAIN OLEO - INTRODUCTION.

Class 4B and on replacement.

A.M. Mod. No. Vampire 279

For your advance information, included herewith is a copy of the Technical Leaflet dealing with the above which will be issued in due course in connection with the Air Publication.

This modification makes provision for the introduction of a strengthened jack operating lever on the main undercarriage oleo as cases have occurred of the existing operating lever distorting.

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HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V. No. 12.



DATE Dec. 30th. 1946.

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

VAMPIRE AIRFRAME - GENERAL CIRCULATION.
SUB-HEADING, 16, UNDERCARRIAGE.
" " 20, TRIAL INSTALLATIONS AND MODIFICATIONS.

VAMPIRE MK. I & III

STIFFENED SADDLE ASSEMBLY TO SECURE
THE FAIRING TO MAIN U/C - INTRODUCTION.

Class 4B and on replacement. A.M. Mod. No. Vampire 206

For your advance information, included herewith is a draft copy of the technical leaflet dealing with the above, which will be issued in due course in connection with the Air Publication.

This modification makes provision for the introduction of a stiffened saddle assembly to secure the wheel door fairings to the main undercarriage legs. Several cases of distortion have been reported due to the fact that the existing saddle assembly is too flimsy.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
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TECHNICAL NEWS SHEET

SERIES V

No. 13



DATE Dec. 30th. 1946.

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

VAMPIRE AIRFRAME - GENERAL CIRCULATION.
SUB HEADING 10- MISCELLANEOUS EQUIPMENT.
" " 20. TRIAL INSTALLATIONS & MODIFICATIONS.

VAMPIRE MK. I

2 LBS. "LORD" SHOCK ABSORBER FOR MOUNTING OF
R.I. COMPASS TRANSMITTER - INTRODUCTION.

Class 2B.

A.M. Mod. No. 303.

For your advance information, included herewith is a draft copy of the technical leaflet dealing with the above, which will be issued in due course in connection with the Air Publication.

This Modification makes provision for the introduction of Lord 2 lb shock absorber mountings for the Master Unit R.I. Compass in the starboard wing in lieu of existing Lord 1 lb mountings as these allow excessive movement of unit which causes damage to the compass transmitter.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 14



DATE 31.12.46

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

VAMPIRE AIRFRAME. GENERAL CIRCULATION
SUB HEADING 16 UNDERCARRIAGE.

UNDERCARRIAGE MICRO SWITCH, TRANSFERRED
TO THE WHEEL DOOR LOCK
VAMPIRE MK. I.

Class. 2B

A.M. Mod. No. Vampire. 271

For your information, included herewith is an advance copy of the draft leaflet dealing with the above which will be issued in due course in connection with the Air Publication.

This modification makes provision for the repositioning of the undercarriage micro switch to prevent incorrect functioning of the undercarriage warning light.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No. 15.



DATE 6th Jan 1947.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.

SUB HEADING 17 VENTILATION AND CABIN HEATING.

VAMPIRE MK.I.

INTRODUCTION OF PRESSURE CABIN

FILTER 27B/2443.

Class 4B and on replacement.

A.M. Mod. No. Vampire 235.

For your advance information, included herewith is a draft copy of the Technical Leaflet dealing with the above which will be issued in due course in connection with the Air Publication.

This modification makes provision for the introduction of a new pressure cabin filter Stores Ref. 27B/2443, in lieu of existing filter Stores Ref. 27B/2298 which has been found liable to collapse at the spigot joints.

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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
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TECHNICAL NEWS SHEET

SERIES V NO 16



DATE 8.1.47.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.

SUB HEADING 14 SERVICES AIRCRAFT.

VAMPIRE MKS.I.

TO ALTER DESIGN OF U/C SELECTOR
LEVER HANDGRIP - INTRODUCTION.

Class 2B.

A.M. Mod. No. Vampire 274.

For your advance information, included herewith is a draft copy of the Technical Leaflet dealing with the above which will be issued in due course in connection with the Air Publication.

This modification makes provision for a redesigned U/C Selector Lever Handgrip to prevent Pilot's selecting U/C "UP" instead of Flaps "UP" and causing inadvertent retraction.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V

No. 17



DATE 7th. Jan. 1947.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 14 - SERVICES AIRCRAFT.

VAMPIRE MKS. I & III

- (1) MEANS OF OPERATING CANOPY SEAL FROM
ENGINE BLOWER IN LIEU OF VACUUM
PUMP - INTRODUCTION.

Class 2A.

A.M.Mod. No. Vampire 159.

Further to Technical News Sheet No. 181, included
herewith is Amendment No. 2. to the above modification.

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- (2) VAMPIRE Mk. I

REDESIGNED PIN WITH AN ECCENTRIC TAPERED
POINT FOR THE CANNON FEED CHUTES -
INTRODUCTION.

Class 2B.

A.M.Mod. No. Vampire 273.

Further to Technical News Sheet No. V.4, included
herewith is Amendment No. 1. to the above modification.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V

NO 18.



DATE 8.1.47.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION. SUB HEADING 12 FUEL SYSTEM.

VAMPIRE MK. I.

- (1) TO MODIFY DROP TANK BREAK TUBE
ATTACHMENT - INTRODUCTION.

Class 3B.

A.M. Mod. No. Vampire 231.

Further to Technical News Sheet No. 144, included herewith is an Amendment No. 1. to the above modification.

- (2) SUB HEADING 8 GENERAL.
IDENTIFICATION MARKING ON AMMUNITION
FEED CHUTES - INTRODUCTION.

Class N.C.P.

A.M. Mod. No. Vampire 259.

Further to Technical News Sheet No. V.1, included herewith is an Amendment No. 1. to the above modification.

- (3) SUB HEADING 14. SERVICE AIRCRAFT.
MEANS OF OPERATING FUEL TRANSFER
FROM ENGINE BLOWER IN LIEU OF
VACUUM PUMP - INTRODUCTION.

Class 2A.

A.M. Mod. No. Vampire 211.

Further to Technical News Sheet No. 182, included herewith is an Amendment No. 1. to the above modification.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 19.



DATE 7th Jan 1947.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.

SUB HEADING 19 GROUND EQUIPMENT.

(1)

PROVISION FOR JET PIPE AIR INTAKE AND
COCKPIT CANOPY COVERS - INTRODUCTION.

VAMPIRE MK.I.

Class 2B.

A.M. Mod. No. Vampire 255.

Further to Technical News Sheet No. 190. included
herewith is an Amendment No.1. to the above modification.

(2).

SUB HEADING 7 FUSELAGE ASSEMBLY.

TO REINFORCE THE CANOPY REAR
FAIRING - INTRODUCTION.

Class 2B consequential to
Vampire Mod. 2 and 169.

A.M. Mod. No. Vampire 224.

Further to Technical News Sheet Nos. 164 & 183,
included herewith is an Amendment No.1. to the above
modification.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES V No. 20



DATE 7 7th Jan. 1947

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8 GENERAL.

BRAKE CABLE WITH SWAGED ENDS
IN LIEU OF NIPPLES.
VAMPIRE MK. I.

Class. 21.

A.M. Mod. No. Vampire. 278

For your advance information, included herewith is a draft copy of the Technical Leaflet dealing with the above which will be issued in due course in connection with the Air Publication.

This modification makes provision for the introduction of a new brake cable replacing the existing cable. The new cable has swaged ends in lieu of soldered nipples as the soldering on certain cables has proved ineffective.

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

TECHNICAL NEWS SHEET

SERIES V No 21.



DATE 7th Jan 1947.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.

SUB HEADING 19 GROUND EQUIPMENT.

VAMPIRE MK. I.

REDESIGNED AIR INTAKE GUARD -
INTRODUCTION.

Class S.O.O.

A.M. Mod. No. Vampire 219.

For your advance information, included herewith is a draft copy of the Technical Leaflet dealing with the above which will be issued in due course in connection with the Air Publication.

This modification makes provision for the introduction of a redesigned air intake guard to cover a larger area of the wing as panting on the top surface of the air intake causes unsatisfactory contact between the existing guard and the wing surface.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 22



DATE 7th Jan 1947

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.

SUB HEADING-18- WING ASSEMBLY.

VAMPIRE MKS. I.

REINFORCING BRACKET INAILERON MASS
BALANCE BRACKET - INTRODUCTION.

Class 24.

L.M. Mod. Mo. Vampire 299.

For your advance information, included herewith is a draft copy of the Technical Leaflet dealing with the above which will be issued in due course in connection with the Air Publication.

This modification makes provision for the introduction of a reinforcing bracket in the aileron mass balance bracket to reinforce existing brackets which have not yet cracked, and to repair brackets that have cracked.

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DE HAVILLAND SERVICE

HATFIELD, HERTFORDSHIRE, ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V

NO. 23



DATE 27.1.47.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 7 - FUSELAGE ASSEMBLY.

VAMPIRE MK. I.

WARNING LABEL FOR CANOPY JETTISON AND
SAFETY CATCHES - INTRODUCTION.

Class: 2A.

A.M. Mod. No. Vampire 167.

For your advance information, included herewith is a draft copy of the technical leaflet dealing with the above, which will be issued in due course in connection with the Air Publication.

All work involved in the introduction of the above mod. is covered by Working Party arrangements.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V

No. 24



DATE 27.1.47.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 12 - FUEL SYSTEM.

VAMPIRE MK. I ONLY.

100 GALLON DROP TANKS (AIRSHIP
SHAPE) - INTRODUCTION.

Class: S.O.O.

A.M.Mod.No.Vampire 173.

For your advance information, included herewith is a draft copy of the technical leaflet dealing with the above, which will be issued in due course in connection with the Air Publication.

This modification makes provision for the introduction of 100 gallon metal (Airship Shape) Drop Tanks to be fitted to Special Order only.

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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

TECHNICAL NEWS SHEET

SERIES V No. 25



DATE 27.1.47.

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

VAMPIRE AIRFRAME. GENERAL CIRCULATION.
SUB HEADING 14 - SERVICES AIRCRAFT.

VAMPIRE MK.I.

MEANS OF OPERATING FUEL TRANSFER FROM
ENGINE BLOWER IN LIEU OF VACUUM PUMP-
INTRODUCTION.

Class: 2A.

A.M.Mod. No. Vampire 211.

Further to Technical News Sheets Nos. 182 and V.18,
included herewith is Amendment No. 2 to issue I of the above modification.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES V No. 26



DATE 27.1.47.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 7 - FUSELAGE ASSEMBLY.

VAMPIRE MKS. I & III.

REINFORCED BRACKET AT TOP REAR OF
CANOPY (RETROSPECTIVE SCHEME) -
INTRODUCTION.

Class: 2B.

A.M. Mod. No. Vampire 300.

For your advance information, included herewith is a draft copy of the technical leaflet dealing with the above, which will be issued in due course in connection with the Air Publication.

This modification makes provision for the introduction of a retrospective scheme for the fitting of a reinforced bracket at the joint between bulkhead No. 2 and the canopy rail in order to overcome a tendency for the joint between fuselage skins and the bulkhead to open up under canopy pressure. It was found that the original mod. No. 244 was impossible to embody retrospectively.

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TECHNICAL NEWS SHEET

SERIES VNo. 27DATE 27.1.47.ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

VAMPIRE AIRFRAME. GENERAL CIRCULATION.
SUB HEADING 19 - GROUND EQUIPMENT.

VAMPIRE MK. I.

IMPROVED CONTROL COLUMN LOCKING
MECHANISM - INTRODUCTION.

Class: See Note.

A.M.Mod.No.Vampire 210.

For your advance information, included herewith is a draft copy of the technical leaflet dealing with the above, which will be issued in due course in connection with the Air Publication.

This modification makes provision for the introduction of an improved form of control column locking mechanism to suit all MK's of aircraft. The existing mechanism for non-pressure cabin aircraft is unsuitable for pressurised types.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

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TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V

No. 28



DATE 27.1.47.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION,
SUB HEADING 17 - VENTILATION & CABIN HEATING.

VAMPIRE MK. I.

BLANKING COVER ON UNUSED INLET PORT
ON MARSHALL BLOWER - INTRODUCTION.

Class: 4B and on replacement
of blower.

A.M. Mod. No. Vampire P.P.18.

For your advance information, included herewith is a draft copy of the technical leaflet dealing with the above, which will be issued in due course in connection with the Air Publication.

This modification makes provision for the introduction of a blanking cover to be fitted over the unused inlet port of the Marshalls blower. Hitherto details for blanking off were not shown on the drawings and the English Electric Co. have therefore blanked off the inlet on their own initiative. A proper cover is now supplied by Messrs. Marshalls.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V

№ 29



DATE 27.1.47.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 14 - SERVICES AIRCRAFT.

VAMPIRE MK. I.

SECOND OXYGEN BOTTLE
- INTRODUCTION.

Class: 2B.

A.M. Mod. No. Vampire 262.

For your advance information, included herewith is a draft copy of the technical leaflet dealing with the above, which will be issued in due course in connection with the Air Publication.

This modification makes provision for the introduction of a second oxygen bottle. The bottle has previously been fitted to provide maximum oxygen supply for special order only but is now installed as standard for long range aircraft.

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TECHNICAL NEWS SHEET

SERIES V No. 30



DATE 5.2.47

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

SUB HEADING 20 TRAIL INSTALLATIONS & MODIFICATIONS.
" " 6 ENGINE INSTALLATION.

VAMPIRE MK. I.

ADDITIONAL DRAIN HOLES AND MODIFICATION
TO DRAIN PIPE AT LOWER ENGINE COWLING -
INTRODUCTION

Class 2A.

A.M. Mod. No. Vampire 275.

For your advance information, included herewith is a draft copy of the Technical Leaflet dealing with the above, which will be issued in due course in connection with the Air Publication.

This modification makes provision for the introduction of additional drainage holes, and the modification of the drain pipe, at the lower engine cowling panels to prevent fire due to collection of excess fuel in lower cowl after 'wet' starts.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V

No. 31.



DATE 5.2.47.

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

SUB HEADING 20 TRIAL INSTALLATIONS & MODIFICATIONS.
" " 16 UNDERCARRIAGE.

VAMPIRE MKS. I & III.

NEW JACK END FITTED WITH GREASE
NIPPLE AND ATTACHMENT BOLT FOR
NOSE WHEEL - INTRODUCTION.

Class 2B.

A.M. Mod. No. Vampire 307.

For your advance information, included herewith is a draft copy of the Technical Leaflet dealing with the above, which will be issued in due course in connection with the Air Publication.

This modification makes provision for the introduction of a new jack end fitting with grease nipple and a new attachment bolt for nose wheel to improve grease nipple attachment at jack end.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V

No 32



DATE 6.2.47.

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

SUB HEADING 20 TRIAL INSTALLATIONS & MODIFICATIONS.
SUB HEADING 14 SERVICES AIRCRAFT.

VAMPIRE MK.I.

MEANS OF OPERATING CANOPY SEAL FROM
ENGINE BLOWER IN LIEU OF VACUUM
PUMP - INTRODUCTION.

Class 2A.

A.M. Mod. No. Vampire 159.

Further to Technical News Sheet Nos. 181, 5, 17,
included herewith is Amendment No.3. to the above modification.

SUB HEADING 7 FUSELAGE ASSEMBLY.

VAMPIRE MK.I.
REDESIGNED SPRINGS, CRANK, AND
STOP FOR CANOPY JETTISONING -
INTRODUCTION.

Class 2B.

A.M. Mod. No. Vampire 169.

Further to Technical News Sheet Nos. 164, 178.
included herewith is Amendment No.1. to the above Modification.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V

No. 33



DATE 5.2.47.

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

SUB HEADING 20 TRAIL INSTALLATIONS & MODIFICATIONS.
SUB HEADING 4 CONTROLS, FLYING.

VAMPIRE MK. I.

STRENGTHENED AILERON CONTROL
CONNECTING LINK - INTRODUCTION.

Class 2A.

A.M. Mod. No. Vampire 297.

For your advance information, included herewith is a draft copy of the Technical Leaflet dealing with the above, which will be issued in due course in connection with the Air Publication.

This modification makes provision for the introduction of a strengthened aileron control connecting link as the existing link is not considered strong enough to resist mishandling. A case of breakage has occurred on the production line.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

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TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V

No. 34.



DATE 6.2.47.

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

SUB HEADING 20 TRIAL INSTALLATIONS & MODIFICATIONS.
SUB HEADINGS 1 AMENDMENT.

VAMPIRE MK. I.

REDESIGNED PIN WITH AN ECCENTRIC
TAPERED POINT FOR THE GANNON
FEED CHUTES - INTRODUCTION.

Class 2B.

A.M. Mod. No. Vampire 273.

Further to Technical News Sheets Nos. V.4. & 17,
included herewith is A.M. Mod. No. Vampire 273 (Amendment No.1.
Incorporated.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

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TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V

NO 35



DATE 10.2.47.

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

SUB HEADINGS 20 TRAIL INSTALLATIONS & MODIFICATIONS.

SUB HEADING 6 ENGINE INSTALLATIONS.

VAMPIRE MK. I.

ADDITIONAL DRAIN HOLES AND MODIFICATIONS
TO DRAIN PIPE AT LOWER ENGINE COWLING
PANELS - INTRODUCTION.

Class 24.

A.M. Mod. No. Vampire P.P.20.

For your advance information included herewith is a draft copy of the Technical Leaflet dealing with the above, which will be issued in due course in connection with the Air Publication.

This modification makes provision for the introduction of additional drain holes and a new drain pipe assembly at the lower engine cowling panels to prevent fire due to collection of excess fuel in lower cowl after 'wet' starts.

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TECHNICAL NEWS SHEET

SERIES V.

No. 36.



DATE 14.3.47.

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

SUB HEADING - 13. RADIO.

"PYE" TYPE AERIAL PLUG AND SOCKET
CHANGED TO SCREENED TYPE - INTRODUCTION.

Class 2B.

A.M. Mod.No.Vampire.138.

For your advance information, included herewith is a draft copy of the Technical Leaflet dealing with the above, which will be issued in due course in connection with the Air Publication.

This modification makes provision for the introduction of screened type aerial plug (Stores Ref.No.10H/18036) and socket (Stores Ref.No.110H/1555) to replace the "Pye" type plug and socket to prevent static charge developing at cable entry point for aerial entry to wing for TR.1464 and R.3121 radio.

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TECHNICAL NEWS SHEET

SERIES V No 37



DATE 17.3.47

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

VAMPIRE AIRFRAME GENERAL CIRCULATION
SUB HEADING 1 AIRFRAME.

TO FIT THE BOMB GEAR MANUAL RELEASE
UNFIT (11A/3225) RETROSPECTIVELY -
INTRODUCTION

VAMPIRE F MK. III

Class. 2B

A.M. Mod. No. Vampire. 304.

For your advance information, included herewith is a draft copy of the Technical Leaflet dealing with the above, which will be issued in due course in connection with the Air Publication.

This modification makes provision to fit the Bomb Gear Manual Release Unit Stores Ref. 11A/3225 retrospectively, owing to the fact that this item was not available to be fitted to the first Production MK.III wing.

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TECHNICAL NEWS SHEET

SERIES V No. 38



DATE 17.3.47

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

SUB HEADING 7 FUSELAGE ASSEMBLY
SUB HEADING 8 GENERAL.

TO REDESIGNED THE COMPASS
MOUNTING PLATE.
VAMPIRE MK. I.

Class 2B.

A.M. Mod. No. Vampire 157.

Further to Technical News Sheet No. 133, included
herewith is Amendment No.1. to the above modification.

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SUB HEADING 16 UNDERCARRIAGE
VAMPIRE MK. I.

STRENGTHEN JACK OPERATING LEVER
ON MAIN OLEO - INTRODUCTION.

Class 4B.

A.M. Mod. No. Vampire 279.

Further to Technical News Sheet No.11, included
herewith is Amendment No.1. to the above modification.

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HATFIELD HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES V

NO 39.



DATE 17.3.47.

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

SUB HEADING 7 FUSELAGE ASSEMBLY.
SUB HEADING 8 GENERAL.

VAMPIRE MKS. I AND III.

A.S.I. CALIBRATED IN KNOTS IN
LIEU OF M.P.H. - INTRODUCTION.

Class 2A.

L.M. Mod. No. Vampire. 247.

Further to Technical News Sheet No. 10, included
herewith is Amendment No.1.

SUB HEADING 12 FUEL SYSTEM.

TO MODIFY DROP TANK BREAK
TUBE ATTACHMENTS.

VAMPIRE MK.I.

Class 4B.

L.M. Mod. No. Vampire 231.

Further to Technical News Sheet Nos. 144 & 18,
included herewith is Amendment No.2.

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TECHNICAL NEWS SHEET

SERIES V No 40.



DATE 21.3.47.

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

GENERAL CIRCULATION

SUB HEADING 6 ENGINE INSTALLATION

Herewith for your information, a series of curves giving the output of the Marshall Cabin Blower MK. XXII at various R.P.M. and Altitudes.

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TECHNICAL NEWS SHEET

SERIES V

No 41.



DATE 26.3.47.

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

SUB HEADING 4. CONTROLS, FLYING.

TO MODIFY DIVE BRAKES TO CLEAR DROP
TANK FAIRINGS - INTRODUCTION.

VAMPIRE MK. I.

Class 2B.

A.M. Mod. No. Vampire. 339.

For your advance information, included herewith is a draft copy of the Technical Leaflet dealing with the above, which will be issued in due course in connection with the Air Publication.

This modification makes provision to cut back the outboard end of the dive brakes in order to clear the new drop tank fairing (introduced on Mod VAMPIRE MOD 173).

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HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V

No. 42.



DATE 26.3.47.

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

SUB HEADING 7 FUSELAGE ASSEMBLY.

MODIFIED CANOPY SEAL-
INTRODUCTION.

VAMPIRE MKS. I

Class 2B.

A.M. Mod. No. Vampire. 316.

For your advance information, included herewith is a draft copy of the Technical Leaflet dealing with the above, which will be issued in due course in connection with the Air Publication.

This modification makes provision for the introduction of a modified Canopy Seal. The existing seals perish, and an improved mix of rubber seal is introduced.

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TECHNICAL NEWS SHEET

SERIES VNo. 43DATE 26.3.47ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETINSUB HEADING 6 ENGINE INSTALLATIONDRAIN HOSE FROM BAROSTAT TO COMMON DRAIN BOX
INTRODUCTION.VAMPIRE MK. I.Class 2B.A.M. Mod. No. Vampire P.P. 21.

For your advance information, included herewith is a draft copy of the Technical Leaflet dealing with the above, which will be issued in due course in connection with the Air Publication.

This modification makes provision for the introduction of a drain hose from the barostat to the common drain box. This hose was originally introduced on Vampire Mod. P.P.3. but was subsequently deleted at the request of the De Havilland Engine Company, because an engine company hose was already in existence. Subsequently this arrangement proved unsatisfactory due to the barostat drain hose being "teed" into the dump valve drain, which resulted in flooding the barostat when the dump valve was operated owing to the pressure involved.

TECHNICAL NEWS SHEET

SERIES V No. 44



DATE 27.3.47

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

SUB HEADING 4. CONTROLS. FLYING.

VAMPIRE MK.I.

STRENGTHENED ATTACHMENT BRACKET FOR 13 LBS.

INERTIA WEIGHT.

INTRODUCTION

Class 2B.

A.M. Mod. No. Vampire 355.

For your advance information, included herewith is a draft copy of the Technical Leaflet dealing with the above, which will be issued in due course in connection with the Air Publication.

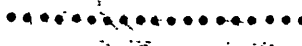
This modification makes provision for a strengthened attachment bracket for the 13lb. Elevator inertia weight.

The fabricated fitting Pt. No. K.00420, with the two bolt attachment is not sufficiently rigid (see Fig 3 of the leaflet sketch) and must be changed.

This type of bracket has been fitted to 24 aircraft between Serial Nos. TG.294 to TG. 330 inclusive.

The following aircraft must also be checked to ascertain if modification action is required. TG. 286 and TG. 345. also TG. 278

If the aircraft have cast type fitting Pt. No. K.00542 (see figure I of the leaflet sketch) this is satisfactory and no modification action is required.



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TECHNICAL NEWS SHEET

SERIES V

No. 45



DATE 27.3.47

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

SUB HEADING 7 FUSELAGE ASSEMBLY

STRENGTHENED BELL CRANK LEVER IN
CANOPY JETTISON GEAR - INTRODUCTION.

VAMPIRE MKS. I & III.

Class 2B.

A.M. Mod. No. Vampire. 313.

For your advance information, included herewith is a draft copy of the Technical Leaflet dealing with the above, which will be issued in due course in connection with the Air Publication.

This modification makes provision for the introduction of a strengthened bell crank lever in the canopy jettison gear to resist increased spring loads introduced by Mod Vampire 169. Several cases have been reported where existing levers have buckled.



TECHNICAL NEWS SHEET

SERIES V

No. 46.



DATE 11.4.47.

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

(1) 11. ELECTRICAL INSTALLATION.

MODIFIED BOOSTER COIL WITH IMPROVED INSULATION
- INTRODUCTION.

VAMPIRE MK. I.

Class 2B. N.C.P.

A.M. Mod. No. Vampire 318.

This modification makes provision for the introduction of a modified Booster Coil with improved insulation, as several cases of failure of existing coils have been reported.

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(2) 7. FUSELAGE ASSEMBLY.

DRAIN HOLES IN GUN BAY DOORS. - INTRODUCTION.

VAMPIRE MK. I.

Class 2B. N.C.P.

A.M. Mod. No. Vampire 301.

This modification makes provision for the introduction of drain holes in the gun bay doors to drain off water that may collect at these points.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES V.

No 47



DATE 14.4.47

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

VAMPIRE, RESTRICTED CIRCULATION.

SUB HEADING, 7. FUSELAGE ASSEMBLY.

The following information will be of interest to those engineers concerned with the operation of Vampire Aircraft fitted with pressure cabins:

SEALING OF VAMPIRE PRESSURE CABINS.

Peratol Process.

- (1) The process consists of ;
 - (a) Degreasing and cleaning with a solution, Peratol No; 290 (or Trichlorethylene.)
 - (b) Application of Primer, Peraclor No; 580
 - (c) Application of the Sealing Compound made up from:-

Part A: Compound. Peratol N (Black) No: 250

- (2) All the above materials are inflammable - the flash point is below 73° - and the precautions regarding the spraying or brushing of inflammable materials must be strictly observed.

In addition containers must be kept tightly sealed until required for use as the compound Part A will "Stiffen" up gradually if exposed to air and the Activator Part B being of a highly volatile nature will evaporate very quickly.

(3) Storage.

Stocks of solutions for the Peratol sealing process should be stored in a cool dry place.

(4) Preparation of the Compound for use.

Select a tin of Peratol N. (Black) NO; 250 and the appropriate container of activator. The proportion in which the activator is added to the compound is extremely important and normally to facilitate mixing, the exact quantity of activator necessary is supplied with each tin. These proportions must be rigidly adhered to and, where only part of a tin of Peratol is required for use, care must be taken that only the correct proportion of activator be added. As Peratol is supplied in containers of various sizes it should be possible to select a tin of suitable size without the necessity for splitting tins.

MIX THOROUGHLY.

The activated Peratol N. (Black) No; 250 has a working life of 8 hours only. The compound thickens up and becomes stringy after 8 hours have elapsed and is no longer fit for use; On no account must any thinners be added at any time, either to thin down the solution or to increase the working life beyond the time specified.

A sufficient quantity of compound to last for one shift only should be activated at a time in order to reduce wastage to a minimum.

(5) Application of the Process.General.

(i) The surfaces to be sealed must be free from grease and should generally be free from paint though an exception may be made in the case of magnesium alloy materials which require special protective coatings. Peratol No; 290 Degreasing and cleaning solution is to be used for the fuselage cabin and assemblies and for details which cannot be cleaned in a Trichlorethylene degreasing bath.

(ii) Spray or brush one coat of Primer along the joint to be sealed for approximately 2" either side of the joint. Allow to dry 20 - 30 minutes. Peratol Primer must not be used on external surfaces or on any joint where it is possible for the Primer to penetrate externally because of its tendency to bleed through the finish.

(iii) Add the appropriate quantity of activator to a tin of Peratol compound of suitable size for the area to be covered within the 8 hour limit and MIX THOROUGHLY.

(iv) Spray or brush the compound over the joint in a continuous band of width approximately 1.1/2" either side of the joint. The minimum drying time before the application of a further coat is 2-2 hours (or when tack free). /Cont.....

- (V) A minimum of two coats of compound should be applied to each joint to be sealed.

(B) Special Application to Vampire Pressure Cabin Drg. Z.001410

(i) Bulkhead one Armour Plate.

The front face of the former at bulkhead one is to be treated with one coat of Primer, from the inside edge to a line 3/8" inboard from the skin line. The armour Plate Panel is to be similarly treated over the area in contact with the bulkhead former. Allow to dry 20 - 30 minutes.

Treat the Bulkhead former and the Armour Plate with one coat of activated Peratol. Assemble the two together wet. This latter operation must be completed in one hour or less.

After the bolts and nuts have been fitted and locked, coat bolt ends and nuts inside Pressure cabin as shown in section A.A. of drawing Z. 001410.

(ii) Bulkhead Two.

The instructions for the wet assembly of the armour plate on Bulkhead one are to be followed when assembling Armour Plate Panels to Bulkhead Two.

To seal Bulkhead Butt joint:-

- (a) Degrease, and remove paint if necessary.
- (b) Apply one coat of Primer.
- (c) Apply a minimum of two coats of Peratol Sealing Compound.
- (d) Inspect for pin holing of the compound after drying.
- (e) If necessary apply further coat over the effected areas.

(For details view see Drawing Z.001410).

The Pulley bracket on Bulkhead 2 for the Sutton harness release gear is to be sealed as shown in Detail S of drawing Z.001410.

(iii) Floor to fuselage, Bulkhead to fuselage and Butt Joints and Ferrules -

- (a) Degrease, and remove paint if necessary,
- (b) Apply one coat of Primer.
- (c) Apply a minimum of two coats of Peratol Sealing Compound.
- (d) Inspect for pin holing of the compound after drying.
- (e) If necessary apply further coat over the effected areas.

(See typical sections on drawing Z.001410.).

Cont.....

(iv) Canopy Rail.

The treatment of the Canopy Rail to fuselage joint is similar to that laid down for the floor to fuselage joint. The greatest care must be taken to ensure that neither primer nor Peratol come in contact with the rubber sealing for the canopy.

(Section M.M. of Drawing Z. 0014.10.)

(v) Cabin Air Cooler.

(a) Degrease and remove paint.

(b) Carefully apply one coat of primer ensuring that all of the trough formed by the Cooler element and the fuselage side is covered, without retaining sufficient Primer to percolate through to the exterior of the fuselage thereby causing bleeding through the finish. The primer is to cover the ends of bolts and nuts securing the cooler to the fuselage side.

(c) Apply a minimum of two coats of Peratol sealing compound over all the primed area. Make sure nuts and ends of bolts are adequately covered.

(d) Inspect for pin holing.

(e) Apply a further coat to area effected if pinholing is detected. (See section P.P. of Drawing Z.0014.10).

(vi) Pilots Footstep.

(a) Apply one coat of Primer to underside of footstep and area of floor on which footstep assembles.

(b) Apply one coat of Peratol to both faces. Assemble together wet.

(c) When compound applied in operation (b) is dry, seal area shown in section R.R. of Drawing Z.0014.10 as laid down for Cabin Air Cooler.

(vii) Rudder Pedal Assembly and other similar Installations
Attaching to Bulkheads.

The instructions laid down for sealing the pulley bracket on Bulkhead 2 are to be applied to all installations with fixings through the bulkheads. In addition all nuts and heads of bolts in and outside the Cabin, securing fixtures, are to be sealed with one coat of Peratol Primer and at least two coats of activated Peratol Compound.

Cont.....

(viii) Sealing of controls passing through Bulkhead.

Controls passing from the pressure cabin through the Bulkhead are to be sealed by packing with anti-freeze grease to specn.....

(ix) Electric Connections through Bulkheads.

Breeze plugs are to be sealed internally by the insertion of a paper gasket treated on both faces with 'POLON' varnish.

To seal the plugs externally treat the mating faces of the plug and bulkhead with Peraclor Primer and assemble with Peratol. After assembly of plug, seal edges of plug and bolt heads with a coat of Peraclor Primer followed when dry by at least two coats of Peratol.

Refer to Drawing Z..... For internal and external treatment of Breeze Plugs.

(x) Treatment of Bonding Strips.

Bonding strips are to be secured to the fuselage structure with the minimum number of tacking pins. As a general guide, one pin each side of a joint or junction and one pin every 10" - 12" on flat surfaces or 6" - 8" on the inside of curved surfaces, such as down the fuselage side, should be sufficient.

After securing in the above manner treat with one coat of Peraclor and when dry follow with two coats of activated Peratol N. 250.

(6) Pilots Windshield and Canopy.

Peratol Sealing Compound and Primer are not suitable for application where they come in contact with Perspex or Triplex Plate. The edges of the glasses are to be sealed with 3 coats seaplane varnish (Specn.....) and allowed to thoroughly dry, after which the application of Peratol will have no ill effect.

(7) Cleaning Brushes and Spraying Equipment.

Brushes and spraying equipment may be cleaned by soaking in Peratol-Thimmers. When all traces of Peraclor or Peratol have been removed from equipment wipe dry with a clean cloth and stow away.

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TECHNICAL NEWS SHEET

SERIES V No. 48  DATE 1.5.47.

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

(1) VAMPIRE AIRFRAME, GENERAL CIRCULATION.

SUB HEADING 16 UNDERCARRIAGE

MODIFIED RADIUS ROD PICK UP POINT - INTRODUCTION

Class 2B. N.C.P.

Mod. No. Vampire 359.

This modification makes provision for a modified Radius Rod Pick Up Point to enable slinging gear to be used.

(2)

SUB HEADING 12 FUEL SYSTEM

SUB HEADING 11 ELECTRICAL INSTALLATION.

TO DELETE PROVISION FOR FUEL PRESSURE
WARNING SWITCH

Class 2A. N.C.P.

Mod. No. Vampire 249.

Further to Technical News Sheet No. 145, included herewith is Amendment No.1. to the above modification.

(3)

SUB HEADING 4. CONTROLS, FLYING

STRENGTHENED ATTACHMENT FOR 131lbs. INERTIA WEIGHT
INTRODUCTION.

Class 2B.

Mod. No. VAMPIRE 355

Further to Technical News Sheet No. 44, included herewith is Amendment No.1. to the above modification.

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TECHNICAL NEWS SHEET

SERIES V No. 49



DATE 14.5.47.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.

SUB HEADING 12 FULL SYSTEM

VAMPIRE MK.I.

REDESIGNED FUEL FILTER HAVING .0005 FILTRATION IN LIEU
OF EXISTING ONE - INTRODUCTION

Class 2B. N.C.P.

A.M. Mod. No. Vampire 245.

This modification makes provision for the introduction of an improved Fuel Filter having .0005 filtration thus reducing the possibility of dirt entering the fuel system.

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TECHNICAL NEWS SHEET

SERIES V No. 50.



DATE 28.5.47

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.

SUB HEADING 18 WING ASSEMBLY.

REDESIGNED AILERON MASS BALANCE
BRACKETS - INTRODUCTION.

VAMPIRE MK. I. and III.

Class 2B.

Mod. No. Vampire. 356.

This modification introduces redesigned aileron mass balance brackets in order to obviate the possibility of the ribs cracking at the welded portion of the flange, several cases of which have been reported from R.A.F. Station Lyneham.

SUB HEADING 12 FUEL SYSTEM.

FAIRING AND SLIP RELEASE GEAR
FOR DROP TANKS - INTRODUCTION.

VAMPIRE MK. I.

Class S.O.O.

Mod. No. Vampire. 88.

Further to Technical News Sheet, No. V.113,
included herewith is Amendment No. 1. to the above modification.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No. 51



DATE 4.6.47.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION

SUB HEADING 11 ELECTRICAL INSTALLATION.

PROVISION FOR MOUNTING SUPPRESSOR
TYPE W2 Ref. 5C/3001 WHICH IS AN
ALTERNATIVE TO 5C/1614 - INTRODUCTION.

VAMPIRE MKS. I & III.

Class 4B.

A.M. Mod. No. Vampire 186.

This modification introduces alterations to the voltage regulator and suppressor mounting panel to provide interchangeability between suppressor type W2 Ref. 5C/3001 and 5C/1614 as either part may be supplied.

SUB HEADING 16 UNDERCARRIAGE.

TO PREVENT SHIMMYING OF NOSEWHEEL
VAMPIRE MKS. I AND III.

Class 2B.

A.M. Mod. No. Vampire 253.

This modification makes provision for a new Thrust Head Pick Up with a larger slot to assist in the prevention of shimmying of the nose wheel.

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HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V. No. 52.



DATE 16.6.47.

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

VAMPIRE AIRFRAME GENERAL CIRCULATION.

SUB HEADING 8 GENERAL.

A meeting was held at Hatfield recently to review the interchangeability requirements on the 30 Sea Vampire MK.XX aircraft to be supplied to the Fleet Air Arm.

The following table shows those items which are interchangeable with the Vampire MK. 111. as supplied to the R.A.F. and those which are peculiar to the MK.XX:-

ITEMS COMMON TO VAMPIRE MK.111. & Sea Vampire.	ITEMS PECULIAR TO SEA VAMPIRE.	REMARKS..
	<u>Aerofils.</u>	
	Wing L.H. Complete	Those are interchangeable as regards wing root attachments but are not interchangeable functionally. Spares will be delivered with the holes for Tail Cone attachment on Rib.1. undrilled. Salvaged wings for repair are to be restored to the condition as for new spares i.e. holes in rear portion of Rib.1. undrilled.
	" R.H. "	
	Flaps L.H. Inner.)	Now Shape and hinges.
	" L.H. Outer.)	
	" R.H. Inner.)	
	" R.H. Outer.)	
Aileron L.H.		These Wing Tips will be interchangeable with such Vampire 111 as have Mod.367 (Clipped Wing Tip) incorporated.
" R.H.		
Wing Tip L.H.		
" " R.H.		

Continued.....

ITEMS COMMON TO
VAMPIRE MK.111. &
SEA VAMPIRE.

ITEMS PECULIAR
TO SEA VAMPIRE.

REMARKS.

AEROFOILS (Contd).

Wing Tank Door)	Holes and fairing for
No.1.L.H. Wing)	Drain Valve are not on
Wing tank door)	MK.111. Door.
No.1. R.H.)	
Wing Tank Door Outer.L.H.	The possibility of obtaining
" " " " R.H.	spare Tank Doors prodrilled
" " " L.E. L.H.	is to be investigated at
" " " L.E. R.H.	Preston by R.D.M.2. and
	D.A.M.R.
Dive Brake L.H.	Due to larger area.
" " R.H.	

Wheel Well Door L.H.
" " " R.H.

Tail Plano.
Elevator including
Trimming Tab.
Rudder: including
Trimming Tab.

Fin and Boom. L.H.	New Shape at tail
Fin and Boom. R.H.	fairing.
Rear Fairing, L.H.	New Shape. Spares to be
Rear Fairing, R.H.	accepted undrilled.

Fairing, Tail inter-
section (Acorn).

Alighting Gear (Main.)

Compression Unit. L.H. Tyre Covers are special but
" " R.H. these do not appear on the
Radius Rod, L.H. complete "A" List.
" " R.H. "
Fixed Fairing, L.H.
" " R.H.

Alighting Gear (Nose).

Compression Unit.
Radius Rod.
Top structure.

Arrestor Hook "A" Frame. The fuselage attachment
points for the "A" frame
will be jigged.

Continued.....

ITEMS COMMON TO
VAMPIRE MK.111.
& SEA VAMPIRE.

ITEMS PECULIAR
TO SEA VAMPIRE.

REMARKS.

ENGINE INSTALLATION.

Cowling Top Front.

" Bottom "

Door Inspection, Top. L.H.

" " " R.H.

Hinge, Rail Top

" " Bottom.

Cowling Top Middle

" Bottom "

Door Inspection Bottom L.H.

" " " R.H.

Cowling:Tail Cone,

Spares to be supplied
with trimming allowance.

Spares to be supplied
with trimming allowance.

New Shape for Towing Hook.
To be accepted undrilled.

Engine Mounting L.H.

" " R.H.

Stay Tube, Top.

" " Bottom.

FUEL SYSTEM.

Fuselage Fuel Tank.

Wing Tank No.1.

Wing Tank Nos.2.3. & 4.

L.H. and R.H.

To be supplied with drain plug.
Which will be removed by R.N.A.S.
and replaced by drain valve.
Due to drain valve fitting
which would foul MK.111. Door.

FUSELAGE.

Removable Nose, Top

Fixed Nose.

Ballast (B"List) will be
fitted by R.N.A.S.

Windscreen Front.

" L.H.

" R.H.

Canopy, sliding.

Portion.

Fairing Nose Wheel.

Door, Nose Wheel.

Cannon Fairing L.H.

" " R.H.

Cannon Access Door. R.H.

Cannon Access Door, L.H.

ADDITIONAL ITEMS.

Hydraulic Header Tank.

Air Intake Duct.

All Hydraulic Jacks will
appear on "B" List.

Continued.....

5. It is understood that with the exceptions mentioned in the above list, all these items will be fully interchangeable and ready for assembly without further trimming or drilling.
6. The prototype aircraft (See Item 2) will be accepted if the conversion items are not interchangeable in every respect. The remaining 29 aircraft are required to be fully interchangeable subject to the decision recorded above.

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20.6.47

DATE _____

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 6 ENGINE INSTALLATION

FIREPROOFED FIRE EXTINGUISHER SPRAY
RINGS AND PIPING - INTRODUCTION
VAMPIRE MK. I.

Class 2.

A.M. Mod. No. Vampire. 76.

This modification introduces the airframe items necessary to complete the installation of fireproofed Fire Extinguishers, Spray Rings and Piping, as requested on M.A.P. Form 555 Ref. 42387/100/02/M/D dated 25th July 1945, which is the latest recommendation for fire protection on this type of aircraft.

SUB HEADING 4 CONTROLS, FLYING.

TO IMPROVE RUN OF CONTROL CABLES IN
BOOM BY REPOSITIONING THE A.S.I.
PIPE CLAMP ATTACHMENT ON THE BOTTOM
CONTROL BRACKET - INTRODUCTION
VAMPIRE MK. I.

Class 4B.

A.M. Mod. No. Vampire. 108

This modification which applies to the port tail boom only makes provision to improve the run of the control cables in the rear of the port tail boom by repositioning the A.S.I. pipe clamp attachment from the inside face of the R.H. web of the bottom control bracket to the inside face of the L.H. web. previously it has been very difficult to assemble and service cables in this vicinity.

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TECHNICAL NEWS SHEET

SERIES V.

NO. 54



DATE 20.6.47

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

V.
VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 1 ARMAMENT

LABEL FOR AMMUNITION TANK TO INDICATE
CORRECT LOADING POSITION OF THE BELT
INTRODUCTION
VAMPIRE MKS. I & III.

Class 2B.

A.M. Mod. No. Vampire. 48

This modification introduces labels for the ammunition tanks, as the belts have to be in the correct position for efficient loading.

SUB HEADING 7 FUSELAGE ASSEMBLY.

TO PROVIDE ACCESS DOORS TO FACILITATE
REPLACEMENT OF WINDSCREEN PANELS - INTRO.
VAMPIRE MKS. I & III

Class 4B.

A.M. Mod. No. Vampire. 162

This modification introduces access doors to facilitate the replacement of windscreen panels without the necessity of removing the canopy fairing. At present the canopy fairing has to be removed to gain access to the attachment rail bolts.

P.T.O.

GENERAL INFORMATION

SUB HEADING 8 GENERAL.

COCKPIT LABEL STATING "MASTER SWITCH
MUST BE IN FLIGHT POSITION BEFORE
STARTING CYCLE IS COMMENCED" - INTRO.
VAMPIRE MKS. I & III

Class 2. A.M. Mod. No. Vampire. 94.

This modification introduces a new cockpit label stating that "Master Switch must be in flight position before starting cycle is commenced".

This is necessary because if the switch is in the ground position when the starting cycle is commenced an indefinite slow running position will prevail.

SUB HEADING 12 FUEL SYSTEM

TO RE-RUN DRAIN PIPE AT NO.1. FUEL
TANK FILLER - INTRODUCTION
VAMPIRE MKS. I & III

Class 4B. A.M. Mod. No. Vampire. 292

This modification introduces a re-run filler drain filler-drain pipe at No.1. Tank Filler neck. Due to bad routing of the existing drain pipe, which runs across the filler neck orifice, and is damaged on the insertion of the re-fuelling nozzle.

SUB HEADING 7 FUSELAGE ASSEMBLY.

REDESIGNED ATTACHMENT FOR COWLING
TOGGLE FASTENER DOOR - INTRODUCTION
VAMPIRE MKS. F.I. & III

Class 4B. A.M. Mod. No. Vampire. 312

This modification introduces a redesigned attachment for the cowling toggle fastener doors. The nipple of the existing cables pulled off, and so the swaged type have now been introduced.

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TECHNICAL NEWS SHEET

SERIES V No 55



DATE 14.7.47

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 7 FUSELAGE ASSEMBLY.

MODIFIED CANOPY SEALS - INTRO.
VAMPIRE F MK. I

Class. 2B

A.M. Mod. No. Vampire. 315

This modification introduces a canopy sealing strip made from an improved "mix" of rubber. Complaints have been received which report that the existing canopy seals perish in service.

SUB HEADING 12 FUEL SYSTEM

100 GALLON DROP TANKS (AIR SHIP SHAPE)

INTRO.
VAMPIRE MK. I ONLY.

Class. S.O.O.

A.M. Mod. No. Vampire. 173

Further to Technical News Sheet No. V.24, included herewith is Amendment No.1 to the above modification.

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TECHNICAL NEWS SHEET

SERIES V.

NO. 56



DATE 23.7.57.

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

VAMPIRE AIRCRAFT, GENERAL CIRCULATION.

SUB HEADING 16 UNDERCARRIAGE.

It has been brought to our notice that an error exists in the Vampire Air Publication 4099 Volume II Section 3 Item A.G. 16.

In this Maintenance Manual it states that a gap of $1/16$ " to $3/32$ " between the roller and the end of the Kidney slot of the Undercarriage Radius Rod should be obtained in both the "UP" and "DOWN" positions. This statement is definitely incorrect and it is important that this instruction should be revised and that the Main Undercarriage Jack be adjusted when the undercarriage is in the "UP" position, that is, the jack should be in the extended position so that the roller is $1/16$ " to $3/32$ " from the end of the Kidney Slot.

In the "Down" position the roller will be in contact with the end of the slot.

In the case of the Nose Wheel the reverse applies and the clearance should be obtained with the Nose Wheel in the "Down" position and no clearance will be apparent when the Nose Wheel is in the "Up" position.

All the above information is contained in Air Publication 4099 Volume I Section 4, Chapter 3, Paragraph 16 and these instructions should be adhered to and the instructions contained in the Maintenance Schedule amended to suit.

Official action to amend the Maintenance Schedule is in the process of being promulgated.

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TECHNICAL NEWS SHEET

SERIES V

No. 57



DATE 24.7.47

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.

SUB HEADING 7 FUSELAGE ASSEMBLY.

VAMPIRE PRESSURE CABIN CANOPIES.

This is to draw attention to the importance of the fit of canopies on pressure cabin aircraft.

When a spare canopy is fitted it is essential that the information given on Mod. 224 is checked as canopies are not fully interchangeable in this respect.

That is, the gap of 0.1 max between the angle on fuselage and flange of Cross member in rear of canopy and the overlap of these 2 parts (0.5") must be checked by using Plastiline.

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SERIES _____ V. No _____ 58  DATE 24.7.47.

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

VAMPIRE AIRFRAME GENERAL CIRCULATION.

SUB HEADING 18 - WING ASSEMBLY.

USE OF PAINT FILLER TO CORRECT WING CONTOUR.

The contour of the wing at the wing-tip in the region of Ribs 11 to 14 on the top surface of the wing is found to be very important in that slight variation from the correct contour will produce an early wing-tip stall, which may, or may not, be violent.

Therefore it follows that if there is any damage to the paint scheme in the region of ribs 11 to 14 for an area of approx. $1\frac{1}{2}$ " from the Leading edge to 10" back from the Leading edge (top surface only) or if a spare wing has been fitted the pilot must check the stall characteristics and speed at a safe height (not less than 5,000-ft). Spare wings at present have been sent out in the "Primed" condition and no Filler has been added to the wing-tip area concerned. As soon as such a wing has been fitted therefore the instructions given on Drawing No. R.OOD101 must be followed to correct any stalling fault discovered on first test flight. This drawing will shortly be made available through Vol.11. Pt.4. of the Vampire Handbook.

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TECHNICAL NEWS SHEET

SERIES V

NO 59



DATE 4.9.47.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.

(1) SUB HEADING 18 - WING ASSEMBLY.

IMPROVED ATTACHMENT OF LOWER
WING ROOT FAIRINGS - INTRODUCTION.

VAMPIRE MKS. I and III.

Class 2B.

A.M. Mod. No. Vampire 369.

This modification introduces improved front and rear attachments for the lower wing root fairings. The existing attachment screws have been found to work loose, upon inspection after flight.

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(2) SUB HEADING 11 - ELECTRICAL INSTALLATION.

REPOSITIONING OF FUEL PRESSURE WARNING
LIGHT SWITCH - INTRODUCTION.

Class 4B.

A.M. Mod. No. Vampire 330

This modification provides for the repositioning of the fuel pressure warning light switch, thus enabling the F.W.P. Unit to be changed without draining the fuel tanks.

.....

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TECHNICAL NEWS SHEET

SERIES V. No. 60.



DATE 16.9.47.

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

VAMPIRE AIRFRAME GENERAL CIRCULATION.

SUB HEADING 18 - WING ASSEMBLY.

TO CORRECT POSITION OF SPRING STRUT
BRACKET ON RIB NO .5.-INTRODUCTION.

VAMPIRE MKS. 1 & 111.

Class 4.B.

A.M. Mod. No. Vampire.176.

This Modification provides for the repositioning of the rear spring strut bracket on Wing Rib No.5. in order to correct the distance between the bracket centres, which previously did not agree with the corresponding centres on the U/C wheel door mechanism.

.....

SUB HEADING 1 ARMAMENT.

LABEL FOR AMMUNITION TANK TO INDICATE CORRECT
LOADING POSITION OF THE BELT - INTRODUCTION.

VAMPIRE MKS. 1 and 111.

Class. 3B. N.C.P.

A.M. Mod. No. Vampire. 48.

Further to Technical News Sheet No.54, included herewith is Amendment No.1. to the above modification.

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TECHNICAL NEWS SHEET

SERIES V No 61.



DATE 23. 10.47

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.

SUB HEADING 12 FUEL SYSTEM.

MODIFIED H.P. COCK CONTROL
OPERATING LABEL - INTRODUCTION.

VAMPIRE MK. I.

Class 2B N.C.P.

A.M. Mod. No. Vampire.
399.

This modification provides for the H.P. Cock control operating label to be modified by deleting the wording "Shut before relighting when in Flight" which is now redundant as relighting is not practicable and is not necessary when minimum pressure valve is fitted.

.....

SUB HEADING 11 ELECTRICAL SYSTEM.

VAMPIRE MK. FI.

SUB HEADING 11 ELECTRICAL INSTALLATION.

VAMPIRE MK. FI.

SMALLER DIAMETER CABLE TERMINALS FOR
GUN AND STARTER RELAYS - INTRO.

Class 4B.

A.M. Mod. No. Vampire 117.

This modification provides for the introduction of smaller diameter terminals for the gun and starter relay cables to prevent sparking and overheating.

.....

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TECHNICAL NEWS SHEET

SERIES V No 62



DATE 3.11.47

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 7 FUSELAGE ASSEMBLY.

STIFFENING FOR ANGLE OF GUN
BLAST TUBE FAIRING - INTRODUCTION
VAMPIRE MKS. F.I. and F.III.

Class 4B

Mod. No. Vampire. 216

This modification provides for the introduction of mild steel angle plates to reinforce the butt joints of the stiffening angle of the gun blast tube fairing. Extended firing trials have shown this to be necessary.

SUB HEADING 18 WING ASSEMBLY.

ACCESS DOOR IN INNER WING TANK DOORS - INTRO.
VAMPIRE MK. F.III.

Class 2A

Mod. No. Vampire. 317

This modification provides for the introduction of a access door in the inner wing tank doors to enable inspection of the tank outlet connection without removing the tank door.

SUB HEADING 7 FUSELAGE ASSEMBLY.

TO REINFORCE THE CANOPY REAR FAIRING - INTRO.
VAMPIRE MKS. I.II.& III

Class. 2B

Mod. No. Vampire. 224

Further to Technical News Sheets Nos. 164. 183. 19, included herewith is Amendment No. 2 to Issue. 3 to the above modification.

Con.....

SUB HEADING 18 WING ASSEMBLY.ACCESS DOOR IN INNER WING TANK DOORS - INTRO.
V/MPIRE F.MK.I.Class. 2BMod. No. Vampire. 260

This modification provides for the introduction of an access door in the inner wing fuel tank doors to enable inspection of the tank outlet connection without removing the tank door.

SUB HEADING 7 FUSELAGE ASSEMBLY.IMPROVED PILOTS FOOTSTEP - INTRO.
V/MPIRE Mks. I & IIIClass. 4BMod. No. Vampire. 226

This modification provides for an improved type pilots footstep which restricts the movement of the step and provides greater finger clearance.

SUB HEADING 18 WING ASSEMBLY.REDESIGNED BLANKING PLATE FOR
AIR INTAKE DUCT - INTRODUCTIONClass. S.O.O.Mod. No. Vampire. 252

This modification introduces a redesigned blanking plate for the air intake duct. The existing blanking cover does not fit snugly on all aircraft, owing to variations in the ducts. The new cover is designed with a rubber seal to give greater tolerances.

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SERIES V No 63.



DATE 11. 10. 47.

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

VAMPIRE AIRFRAME . GENERAL CIRCULATION.

SUB HEADING 6 ENGINE INSTALLATION. TO INCREASE THE HEAD LENGTH OF ENGINE MOUNTING PICK-UP BOLTS - INTRO.

Class 4B.

Mod. No. Vampire. 117.

This modification provides for the introduction of new Engine Mounting Pick-Up Bolts, the new bolts have lengthened heads to enable their easier insertion and removal. This modification to be applied only on removal or replacement of Engine.

SUB HEADING 1 ARMAMENT.

TO FIT THE BOMB GEAR MANUAL RELEASE UNIT (11A/3225) RETROSPECTIVELY - INTRODUCTION. VAMPIRE F.MK. III.

Class 2B.

Mod. No. Vampire. 304.

Further to Technical News Sheet. No. 37, included herewith is Amendment No.1. to the above modification.

SUB HEADING 18 WING ASSEMBLY.

TO CHANGE THE FIXING BOLTS FOR FLAP ATTACHMENT BRACKETS TO H.T.S. VAMPIRE MK. I.

Class 4B.

Mod. No. Vampire. 270.

This modification changes the two bolts situated at the top of the flap attachment bracket from M.S. to H.T.S. This obviates possible error in assembly.

Con.....

SUB HEADING 12 FUEL SYSTEM.100 GALLON DROP TANKS (AIRSHIP
SHAPE, - INTRODUCTION.
VAMPIRE MK. III.Class S.O.O.Mod. No. Vampire. 184.

This modification makes provision for the introduction of 100 gallon metal (Airship Shape) Drop Tanks to be fitted to Special Order Only.

SUB HEADING 4 CONTROLS, FLYING.TO MODIFY DIVE BRAKES TO CLEAR DROP
TANK FITTINGS - INTRODUCTION.
VAMPIRE MK. I.Class 2B.Mod. No. Vampire. 339.

Further to technical News Sheet No. 41, included herewith is Amendment No.1. to the above modification.

SUB HEADING 12 FUEL SYSTEM.REINFORCING OF VENT JOINT IN GRAVITY
RESERVOIR IN MAIN FUEL TANK - INTRO.
VAMPIRE F. MK. I.Class 4B.Mod. No. Vampire. 227.

This modification provides for the introduction of a reinforcing plate at the vent joint at the top of the gravity reservoir in the main fuel tank. This modification to be applied only when leaking occurs.

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TECHNICAL NEWS SHEET

SERIES _____ V. No. _____ 64.  DATE 27.11.47.

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

VAMPIRE AIRFRAME GENERAL CIRCULATION. SUB HEADING 6 ENGINE INSTALLATION.

Defective Bolts in Engine Cowl Ring.

During a recent Major Inspection and on dismantling the bottom engine cowl ring bolts, Part.No. A1/24C (3 off secure cowl ring stirrup, Part.No. L.00412 to the engine diffuser casing) were noted to be badly distorted and, in some instances, partially sheared through.

We attribute this partly to faulty adjustment, but to prevent a recurrence we propose to introduce by modification Vampire P.P.24, H.T.S. bolts at the stirrups in lieu of M.S. Bolts. Meanwhile, we advise Operators to watch this point.

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SERIES V

No. 65



DATE 27.11.47

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

VAMPIRE AIRFRAME - GENERAL CIRCULATION
SUB HEADING 7 FUSELAGE ASSEMBLY.

SINGLE ACTION CANOPY RELEASE MECHANISM - INTRO.
VAMPIRE F.MK.I.

Class. 2B

A.M. Mod. No. Vampire. 171

This modification introduces a new method of operating the canopy safety catches and jettison lever in one operation, as requested by D.O.R. At present, two operations are necessary before the canopy is jettisoned.

SUB HEADING 6 ENGINE INSTALLATION

TO IMPROVE METHOD OF ATTACHMENT OF
ENGINE TO AIRFRAME - INTRODUCTION
VAMPIRE F.MK.I.

Class. 4B

A.M. Mod. No. Vampire. 77

This modification provides for castle headed nuts to replace the existing captive nuts at the pick up points of engine to engine mounting to provide easier assembly of engine to the airframe.

SUB HEADING 10 MISCELLANEOUS EQUIPMENT.

TO PROVIDE IMPROVED SLINGING FACILITIES - INTRO.
VAMPIRE MKS. I III IV & V

Class S.O.O.

A.M. Mod. No. Vampire. 192.

This modification provides for the introduction of improved slinging gear facilities to bring it up to the standard called for in A.P. 970 chapter 802 paragraph 20.

Con.....

SUB HEADING 16 UNDERCARRIAGETO REVISE UNSATISFACTORY ASSEMBLY
OF NOSE WHEEL PIVOT - INTRODUCTION
VAMPIRE MKS. IClass 4BA.M. Mod. No. Vampire. 272

This modification deletes the Tie Rod and End Caps from the Nose Wheel Pivot Assembly and replaces with hardwood plugs and bolts. This is to prevent under or over tightening of the Pivot.

SUB HEADING 19 GROUND EQUIPMENT.JET PIPE AND AIR INTAKE WEATHERPROOF
COVERS - INTRODUCTION
VAMPIRE MKS. I AND IIIClass. S.O.O.A.M. Mod. No. Vampire. 29

This modification introduces weatherproof covers for the jet pipe and air intakes (ancillary equipment) as a final conference requirement.

SUB HEADING 19 GROUND EQUIPMENT.IMPROVED APP. 'A' AIRCRAFT PROTECTIVE COVERS
IN ACCORDANCE WITH D.T.D. 1071 ISSUE.2.
INTRODUCTION
VAMPIRE MKS. I AND IIIClass. 4B and S.O.O.A.M. Mod. No. Vampire. 241

This modification introduces improved Appendix 'A' aircraft protective covers for the cockpit in accordance with D.T.D. 1071 Issue.2. as D.A.R.D. Technical Circular has now been issued.

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TECHNICAL NEWS SHEET

SERIES V No. 66DATE 17.12.47ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

VAMPIRE AIRFRAME. GENERAL CIRCULATION
SUB HEADING 6 ENGINE INSTALLATION

GOBLIN ENGINE STARTING

Modification VAM 489 - To introduce an auxiliary starting switch in cockpit, was agreed Class 2A for all aircraft at yesterday's L.T.C.

After embodiment of this modification, which is introduced to assist engine starting, a revised cockpit drill is necessary and this is outlined below: -

"With the "auxiliary starting switch " in the OFF position carry out the starting functions in the normal manner, these are unchanged until the finger has been released from the starter push button switch. After approximately 20 seconds from release of finger, ignition will take place and will be evident by the familiar sound of "light up", or by movement of the Jet Pipe Temperature gauge pointer. At this moment the "Auxiliary starting switch" is to be switched 'ON' as quickly as possible, this action causes the third stage relay to function permitting full current to the starter motor with consequent assistance to the engine to attain idling r.p.m."

Amendment to handbooks etc., incorporating this information will be issued shortly.

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TECHNICAL NEWS SHEET

SERIES V NO 67  DATE 2.1.48

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 12 FUEL SYSTEM.

TECELAMIT FILTER.

Modification Vampire 441 which introduces Tecelamit Filter, type FD.215/MCD.6. has just been upgraded to 2B and we consider it's fitment very necessary due to the dirt which has been found in Goblin Engine accessories. The existing Filter fitted to the Vampire is .002" whilst the new one is a .0005" filter, and has given some extremely good results in service.

SUB HEADING 18 WING ASSEMBLY.

VAMPIRE STALL CORRECTIONS.

Prior to the introduction of modification VAM.415 which introduces an improved form of construction of the wing tip ribs, it has been the general practice to adjust the wing contour by application of the filler. This is necessary to correct the wing characteristics to prevent a vicious stall.

Attached hereto is drawing R. OOD101 which details to Operators how to carry out the above procedure. It should be borne in mind that this drawing will eventually be incorporated in Part IV of the Repair Handbook, A.P. 4099 Vol.II.

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TECHNICAL NEWS SHEET

SERIES V No 68



DATE 5.1.48

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 24. REPAIR SCHEMES.

VAMPIRE ALL MARKS.

AMENDED REPAIR SCHEME FOR MAINPLANE
STRINGERS.

Your attention is drawn to the fact that figure 6/15 of the Vampire Air Publication 4099, Volume 2. Part.3, is to be considered deleted.

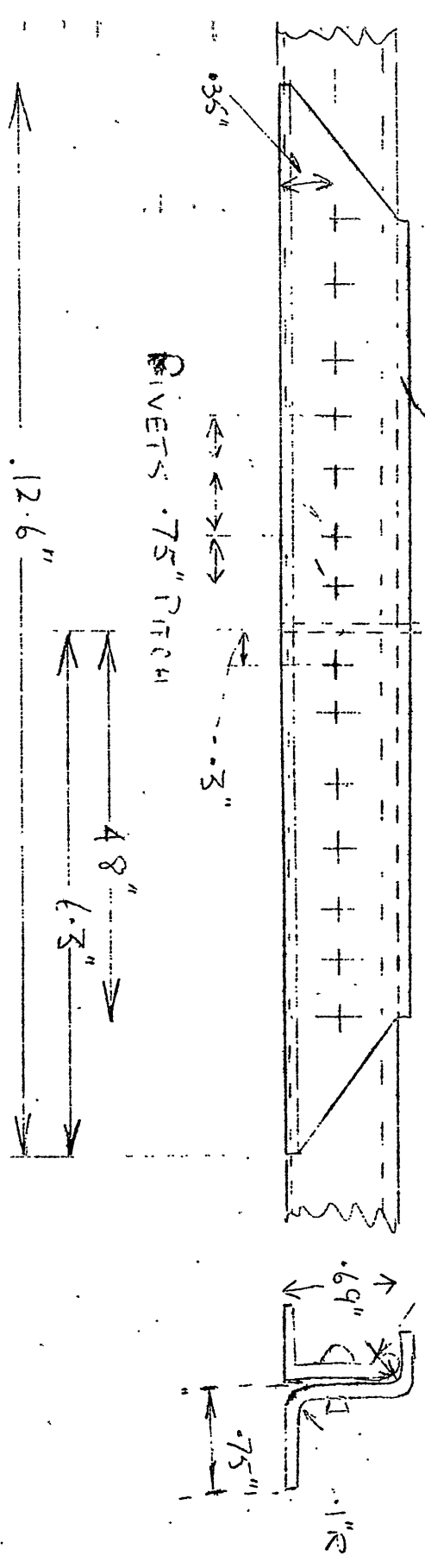
A revised Repair is included in this News Sheet, Action is in hand to amend the Air Publication.

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P.T.O.

14' ALUMINUM D.T.M. 340 JOINT PLATE
 REYNOLDS STRINGER SECTION A.1154.

14 HOLES FULL 1/4" DIA AND RIVETS
 1/8" DIA AS 2227/406.



BUTT JOINT IN STRINGER

1/32" HIGH C'SK RIVETS AS 2221/406
 3/32 DIA C'SK CHEFEST STEEL RIVETS
 14 HOLES EQUALLY SPACED

REYNOLDS SECTION A.1154 IS USED

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SERIES V

NO. 69



DATE 14.1.48.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 4. FLYING CONTROLS.

DRAIN HOLE AND INTERNAL PROTECTIVE TREATMENT
IN ELEVATOR BALANCE WEIGHTS (LOWTAIL)
RETROSPECTIVE SCHEME - INTRODUCTION
VAMPIRE MK. III.

Class. 2B

A.M. Mod. No. Vampire. 483.

This modification introduces a drain hole and internal protective treatment in the elevator balance weights in order to prevent the possibility of deterioration of this fitting due to rust corrosion.

SUB HEADING 7 FUSELAGE ASSEMBLY.

IMPROVED PILOTS FOOTSTEP - INTRO.
VAMPIRE MKS. I & III

Class 4B

A.M. Mod. No. Vampire. 226

Further to Technical News Sheet No. V. 62, included herewith is Amendment No.1 to the above modification.

SUB HEADING 12 FUEL SYSTEM

100 GALLON DROP TANKS (AIRSHIP
SHAPE - INTRODUCTION
VAMPIRE MK. III

Class S.O.O.

A.M. Mod. No. Vampire. 184.

Further to Technical News Sheet No. V. 63, included herewith is Amendment No.1. to the above modification.

P.T.O.

Sheet.2.

V. 69 (Con.....)

SUB HEADING 18 WING ASSEMBLY.

REDESIGNED ALLERON MASS BALANCE
brackets - INTRODUCTION.
VAMPIRE MKS. I & III.

Class. 2B

A.M. Mod. No. Vampire. 356

Further to Technical News Sheet V. 50, included herewith is
Amendment No.1 to the above modification.

SUB HEADING 6 ENGINE INSTALLATION

TO INCREASE THE HEAD LENGTH OF
ENGINE MOUNTING PICK UP BOLTS
VAMPIRE MK. F.1.

Class 4B

A.M. Mod. No. Vampire. 177

Further to Technical News Sheet V. 63, included herewith is
Amendment No.1 to the above modification.

TECHNICAL NEWS SHEET

SERIES V

№70



DATE 12.1.48.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 12 FUEL SYSTEM

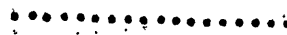
TO OFFSET LOCATING PIN AT REAR
OF AIRSHIP DROP TANK - INTRODUCTION
VAMPIRE MK. I ONLY.

Class. 2B

A.M. Mod. No. Vampire. 491.

For your advance information this modification introduces an offset locating pin at the rear of the airship drop tank in order to increase the clearance between the Dive Brake and the drop tank fairing.

Your attention is also drawn to Technical News Sheet No. V. 24, dated 27.1.47 with which Mod Leaflet Vampire 173 was issued, and also, to Technical News Sheet No. V. 41 dated 26.3.47 with which Leaflet Vampire 339 was issued.



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TECHNICAL NEWS SHEET

SERIES V No. 71



DATE 10.2.48

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION SUB HEADING 16 UNDERCARRIAGE

A TAB WASHER FOR U/C RADIUS ROD ASSEMBLY - INTRO. VAMPIRE MKS. I & III

Class. 2B

A.M. Mod. No. Vampire. 425

This modification introduces a tab washer for the undercarriage radius rod assembly. Service Engineers report that trouble has been experienced owing to the locknut of the radius rod working loose.

SUB HEADING 18 WING ASSEMBLY.

TO CHANGE MATERIAL OF DROP TANK SUSPENSION BOLT GUIDE TUBE FROM ALUMINIUM TO STEEL - INTRO. VAMPIRE MK. I.

Class 2B

A.M. Mod. No. Vampire. 405

This modification introduces a redesigned Drop Tank Bolt Guide Tube. This item previously made from aluminium tube, is now manufactured from M.S.T. The modification is necessary as the Guide Tube in the Drop Tank has been damaged during assembly of the tank to the aircraft.

SUB HEADING 12 FUEL SYSTEM

TO OFFSET LOCATING PIN AT REAR OF AIRSHIP DROP TANK - INTRODUCTION VAMPIRE MK. I ONLY.

Class. 2B

A.M. Mod. No. Vampire. 491

This modification introduces an offset locating pin at the rear of the airship drop tank in order to increase the clearance between the Dive Brake and the drop tank fairing.

Con.....

Sheet.2.

V. 71 (Con.....)

SUB HEADING 11 ELECTRICAL INSTALLATION

COCKPIT SWITCH TO ASSIST ENGINE STARTING - INTRO.
VAMPIRE MK. I & III

Class. 2A

A.M. Mod. No. Vampire. 489

This modification makes provision for the introduction of an auxiliary switch in the cockpit to assist engine starting by manually controlling the introduction of the third stage of the starting cycle thus preventing the light from being blown out. After embodiment of this modification a revised cockpit drill is necessary as follows:

"With the "auxiliary starting switch" in the 'OFF' position carry out the starting functions in the normal manner, these are unchanged until the finger has been released from the starter, push button switch. After approximately 20 seconds from the release of finger, ignition will take place and will be evident by the familiar sound of "light up", or by movement of the Jet Pipe Temperature gauge pointer. At this moment the "auxiliary starting switch" is to be switched ON as quickly as possible, this action causes the third stage relay to function permitting full current to the starter motor with consequent assistance to the engine to attain idling r.p.m."

SUB HEADING 10 MISCELLANEOUS EQUIPMENT.

DESERT EQUIPMENT FIXED PARTS - INTRO.
VAMPIRE MKS. I, III

Class S.O.O.

A.M. Mod. No. Vampire. 93.

This modification provides for the introduction of fixed parts to accommodate the desert equipment (For removable parts see modification Vampire. 417).

SUB HEADING 10 MISCELLANEOUS EQUIPMENT.

DESERT EQUIPMENT REMOVABLE PARTS - INTRO.
VAMPIRE MKS. I & III

Class. S.O.O.

A.M. Mod. No. Vampire. 417

This modification provides for the introduction of the removable parts for Desert equipment (For the fixed parts see Modification No. Vam. 93).

SUB HEADING 11 ELECTRICAL INSTALLATIONTERMINAL BLOCKS IN ELECTRICAL CABLES ON RIB
NO.1 TO FACILITATE WING REMOVAL - INTRO.
VAMPIRE MKS. F I AND F.IIIClass 4BA.M. Mod. No. Vampire. 203

This modification introduces a terminal blocks on the engine mounting tubes, and a break in the electrical cables on wing rib No.1. port and starboard, in order to facilitate removal of the wing.

SUB HEADING 4 CONTROLS, FLYING.TO MODIFY DIVE BRAKES TO CLEAR
DROP TANK FAIRINGS - INTRODUCTION
VAMPIRE MK.I.Class 2BA.M. Mod. No. Vampire. 339

Further to Technical News Sheets Nos. V. 41 & 63, included herewith is Amendment No. 2 to the above modification.

SUB HEADING 12 FUEL SYSTEMREDESIGNED TECALEMIT FUEL FILTER - INTRO.
VAMPIRE MKS. F.I AND F.IIIClass 2BA.M. Mod. No. Vampire. 441.

This modification introduces a redesigned "Tecalmit" fuel filter and cancels modification No. Vampire. 245, as the "Tecalmit" Filter introduced on this Mod. was unsatisfactory due to a leaky gland, No Vampire aircraft are fitted with the original Tecalemit filter.

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TECHNICAL NEWS SHEET

SERIES V

No 72



DATE 11.2.48

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 15 TAIL UNIT ASSEMBLY.

VAMPIRE MK. I & III

As a result of a reported case of internal corrosion of the elevator mass balance weight arm, Modification action is in hand to internally treat existing arms. Further to that the D.O. have suggested that the following information be made available to all Liaison Engineers and Vampire Operators.

"MASS BALANCE ASSEMBLY, INTERNAL CORROSION."

With reference to the above defect, the following suggestions have been submitted by the R.T.O. to Ministry of Supply, and same are passed to you and it is suggested that these remarks should be issued to Liaison Engineers and Vampire Operators Overseas in the form of a Technical Bulletin.

- (a) A periodical check at minor inspection (30 hours) that the levers show no signs of deforming under application of approximately the design load.

This can be represented approximately by a man weighing 170 lb. standing under the elevator between the levers and grasping the two mass balance weights in his right and left hands respectively and then gradually taking his weight.

- (b) Then remove each lever, which entails removing the elevator from the aircraft, emptying out any trapped water, drying the lever and re-fitting.

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TECHNICAL NEWS SHEET

SERIES V

No. 73



DATE 19.2.48

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 4. CONTROLS, FLYING.

NEW ELEVATOR TRIM CABLES WITH
DISCONNECTING POINTS - INTRODUCTION
VAMPIRE MK. III.

Class 4B

A.M. Mod. No. Vampire. 310.

This modification provides for the introduction of new Elevator trim cables with a disconnecting point to facilitate breakdown of the tail plane unit for transport purposes.

SUB HEADING 18 WING ASSEMBLY.

TO RE-DESIGN ROOT ATTACHMENTS ON MAIN-
PLANE TO FACILITATE REPLACEMENT - INTRO.
VAMPIRE MKS. I & III

Class. 4B

A.M. Mod. No. Vampire. 112.

This modification redesigns Root attachments on the Mainplane to facilitate replacement as the existing joint fittings are integral with the structure and in case of damage are very difficult to replace.

SUB HEADING 14 SERVICES, AIRCRAFT.

LOCKHEED AVERY LOW PRESSURE HOSE NO
11. OR FLYLITE NO.4 IN FUEL SYSTEM
IN LIEU OF FLEXATEX C.6. INTRODUCTION

Class. 4B

A.M. Mod. No. Vampire. 407.

This modification introduces Lockheed Avery low pressure hose No.11. or flylite No.4. in fuel system in lieu of Flexatex C.6. as standard requirements.

Con.....

V. 73 (Con.....)

SUB HEADING 19 GROUND EQUIPMENT.

AIR INTAKE GUARD WITH CLOSER MESH
(GROUND EQUIPMENT - INTRODUCTION
VAMPIRE MK. I.

Class. 4B

A.M. Mod. No. Vampire. 438

This modification introduces a new air intake guard with closer mesh, as the existing $\frac{1}{4}$ inch mesh guard has allowed the ingress of small particles of metal etc. causing engine failure.

SUB HEADING 13 RADIO

EYE TYPE AERIAL PLUG AND SOCKET
CHANGED TO SCREENED TYPE - INTRO.
VAMPIRE MK. I.

Class. 2B

A.M. Mod. No. Vampire. 138

Further to Technical News Sheet No. V. 36, included herewith is Amendment No.1 to the above modification.

SUB HEADING 7 FUSELAGE ASSEMBLY.

DOOR IN FIREWALL TO IMPROVE ACCESS TO
STARTER ATTACHMENT BOLTS. - INTRO.
VAMPIRE MK. I.

Class. 4B.

A.M. Mod. No. Vampire. 359

This modification introduces a door in the firewall to improve access to the starter attachment bolts, as at present, great difficulty is experienced if the starter has to be removed.

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TECHNICAL NEWS SHEET

SERIES V

No 74



DATE 25.2.48

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION SUB HEADING 12 FUEL SYSTEM

NEW BOOSTER PUMP FB. XI MK. IV K IN LIEU OF FB. XI MK. IIK - INTRO. VAMPIRE MK. I.

Class 4B

A.M. Mod. No. Vampire. 141

This modification introduces a new Fuel Booster Pump FB. XI MK, IVK in lieu of FB. XI MK. IIK. The latter, introduced on Mod. Vampire 9, was modified to suit the Vampire and therefore, has been given a new Mk. No. and a new Stores Ref. No.

SUB HEADING 4 CONTROLS, FLYING.

MODIFIED ELEVATOR MASS BALANCE WEIGHT - INTRO. VAMPIRE MK. I.

Class. 2A

A.M. Mod. No. Vampire. 486.

This modification makes provision for the introduction of a modified Elevator Mass Balance Weight.

SUB HEADING 1 ARMAMENT.

REVISED LABEL FOR AMMUNITION TANK INDICATING CORRECT LOADING POSITION OF THE BELT) INTRODUCTION (CANCELLING MOD. VAMPIRE 48.) VAMPIRE. MK. I & III

Class. C 3. N.C.P.

A.M. Mod. No. Vampire. 493.

This modification makes provision for a revised label which indicates the correct position for efficient loading of the ammunition belt.

Con.....

Sheet.2.

V. 74(Con.....)

SUB HEADING 10 MISCELLANEOUS EQUIPMENT.

DESERT EQUIPMENT REMOVABLE PARTS - INTRO.
VAMPIRE. MKS. I & III

Class. S.O.O.

A.M. Mod. No. Vampire. 417

Further to Technical News Sheet No. V. 71, included herewith
is Amendment No.1 to the above modification.

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TECHNICAL NEWS SHEET

SERIES V

NO 75



DATE 2.3.48

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

VAMPIRE AIRFRAME. GENERAL CIRCULATION SUB HEADING 12 FUEL SYSTEM

DROP TANKS.

We have repeatedly been asked to give some guidance to pilots regarding the functioning of drop tank fuel transfer.

There is no visible means of ascertaining if the fuel is being transferred but the correct drill is as follows:-

Fuel starts to feed from drop tanks into main fuel system as soon as sufficient fuel is used in main system to allow the transfer float valves to open.

On Hornet Mk. I, 20, 21 and 22, when wing tank gauges read approximately 120 gallons, fuel will start to feed and gauges should remain at this figure until the amount of fuel in drop tanks is transferred.

On Hornet Mk. III aircraft when outboard gauges read approximately 40 gallons, a transfer will commence.

On Vampire Mk. III, V, VI and 50 transfer will commence when main fuel tank gauges reads approximately 80 gallons and on Vampire Mk. I transfer will commence immediately as no float valves are fitted in main fuel tank but transfer is via main vent pipes.

On all aircraft as fuel is transferred at the rate of engine consumption, the time for all fuel to be transferred will depend entirely upon engine power.

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TECHNICAL NEWS SHEET

SERIES V No. 76



DATE 9.3.48

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

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

FLEXIBLE PIPELINES - HYDRAULIC SERVICES.

From inspection of the flap "Up and Down" line hoses in various Vampire aircraft, the reported leakage and damage of these hoses has, we find, been due to the manner in which they were bound together. We have, therefore altered our methods of carrying out this operation and would advise Operators to rebind the hoses in the following manner:-

A layer of Systoflex should first be wrapped around both pipes before commencing the binding. At the commencement of the binding operation, cord should be served around one pipe only at least three complete turns before binding both pipes together. After binding the pipes together the cord should ultimately be served around the opposite pipe to that on which the binding was commenced, and finished in the usual way.

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TECHNICAL NEWS SHEET

SERIES V No 77



DATE 9.3.48

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 23 INSTRUMENTS

E.2. TYPE COMPASS - INTRO.

Class. S.O.O.

A.M. Mod. No. Vampire. 475

This modification introduces an E.2. Type Compass to bring the aircraft into line with latest requirements.

SUB HEADING 7 FUSELAGE ASSEMBLY.

DOOR IN FIREWALL TO IMPROVE ACCESS TO STARTER
ATTACHMENT BOLTS - INTRODUCTION
VAMPIRE MK. I.

Class. 4B

A.M. Mod. No. Vampire. 358

This modification introduces a door in the firewall to improve access to the starter attachment bolts, as at present, great difficulty is experienced if the starter has to be removed.

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TECHNICAL NEWS SHEET

SERIES

V

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DATE

24.3.48

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION SUB HEADING 7 FUSELAGE ASSEMBLY

CHAFING UNDERCARRIAGE HYDRAULIC HOSES.

Cases have been reported where the flexible hydraulic pipes of the nose wheel jack foul the flanges of the brackets supporting the I.F.F. transmitter to the extent that the protecting fabric braiding is worn through and the internal rubber damaged.

To obviate this chafing we have introduced a Conolly rubber section on the bracket in accordance with Drawing R.00G25 enclosed herewith.

SUB HEADING 7 FUSELAGE ASSEMBLY.

SEALING OF COCKPIT CANOPY.

Attached hereto is a copy of leaflet M. 20055 which deals with the Sealing of the Pressurised Cockpit using Peratol compound.

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TECHNICAL NEWS SHEET

SERIES V

NO. 79



DATE 2.4.48

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 16 UNDERCARRIAGE

IMPROVEMENT OF SEAL AT BOTTOM OF CYLINDER TUBE.

Class 4.B. and on repair of Undercarriage or replacement of Seal.

1. This modification provides for the deletion of the shim Part. No. AIR.33132 and the replacement of the Bush Retainer Part No. AIR. 31848 by the bush Retainer Part. No. AIR. 39302, on the main shock absorber struts AIR. 40014 and AIR 40015. Note bush retainer AIR. 39302 can be made from bush retainer AIR. 31848 by modifying to the drawing A.P. _____ This modification has been found necessary, as when the seal and surrounding parts are to the adverse limits the seal has been nipped, thus preventing the seal from moving sideways with the movement of the plunger tube, with subsequent leakage.
The work to replace the bush retainer and removing of the shims will take approximately 4 man hours.
2. The following is the sequence of operations.
 - (1) Refer to A.P.
 - (2) Fully deflate the air chamber by depressing the plunger in the inflation valve AGS.1200 which is in the end of the axle.
 - (3) Remove and retain the two bleedcr screws AIR.21028 from the top of the cylinder tube and with the strut held upside down drain off the fluid.
 - (4) Remove and dispose of the pin. AIR. 31886, from the lower end of the plunger tube, and extract the axle AIR. 36554 from the plunger tube.
 - (5) Remove and retain the three screws AGS.245/12, three spring washers AGS 162/C, the wiper retainer AIR. 31672, felt washer AIR. 31888 and seal ADS.401/41.
 - (6) Unscrew and retain seal retainer AIR. 31882, remove and retain seal AIR.40402.

Con.....

- (7) Remove and dispose of shim AIR. 33132.
 - (8) Remove and retain bush retainer AIR. 31848; and modify to A.P. _____ Packing pieces to be made from local resources. Stamp out part No. AIR. 31848 and restamp No. AIR. 39302 on side shown.
 - (9) Reassemble, bush retainer AIR. 39302 with packing pieces towards bush, seal AIR. 40402, seal retainer AIR. 31882, felt washer AIR. 31888, seal ADS. 401/41, wiper retainer AIR. 31872, three screws LGS.245/12 and three spring washers LGS. 162/C, as shown on A.P. _____
 - (10) Replace axle AIR. 36554 in plunger tube (NOTE: Axle to butt on end of plunger tube). Fit new pin AIR. 31886, rivet over and file flash with plunger tube.
 - (11) Recharge and inflate the strut in accordance with A.P. _____ Sect _____ Chap. _____
 - (12) Stamp on issue 16 besides the last issue number of the struts.
3. The undermentioned parts comprising a set are required and are becoming available at No. Maintenance Unit. Issue for type overseas will be made under Air Ministry arrangements.

<u>Stores Ref.</u>	<u>Part No.</u>	<u>Nomenclature</u>	<u>No. off.</u>	<u>Class of Stores.</u>
	AIR 31886	Pin	1	
	LGS 500/F/324	Rivet	2	
		Packing Piece	2	

(M.S. or BRASS 3/4" x 1/4" x 10 or 11 SWG. To be supplied from local resources and cut out to suit see sketch).

NOTE:- Above quantities are per strut. There are two struts per aircraft.

4. Parts rendered redundant are to be disposed of in accordance with authorised procedure.

<u>Stores Ref.</u>	<u>Part No.</u>	<u>Nomenclature</u>	<u>No. off.</u>	<u>Class of Stores.</u>
	33132	Shim	1	
	31886	Pin	1	

No previous modifications are necessary to carry out this change.

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TECHNICAL NEWS SHEET

SERIES V

No 80



DATE 16th April. 1948

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION SUB HEADING 6 ENGINE INSTALLATION

SERVICING INSTRUCTION/GOBLIN/2A (ATTENDING SI/GOBLIN/2)

GOBLIN II ENGINES, INNER AND OUTER CONES, AIR TUBES AND AIR FAIRINGS - INSPECTION FOR CRACKS, DENTS AND BUCKLING

Information has been received of difficulty in checking the clearance between the inner cone and the rear of the turbine disc, due to interference from the balancing rim on the turbine disc.

It has been decided, therefore, to revise the instructions detailed as DAILY INSPECTION in SI/Goblin/2, which is to be amended as follows:-

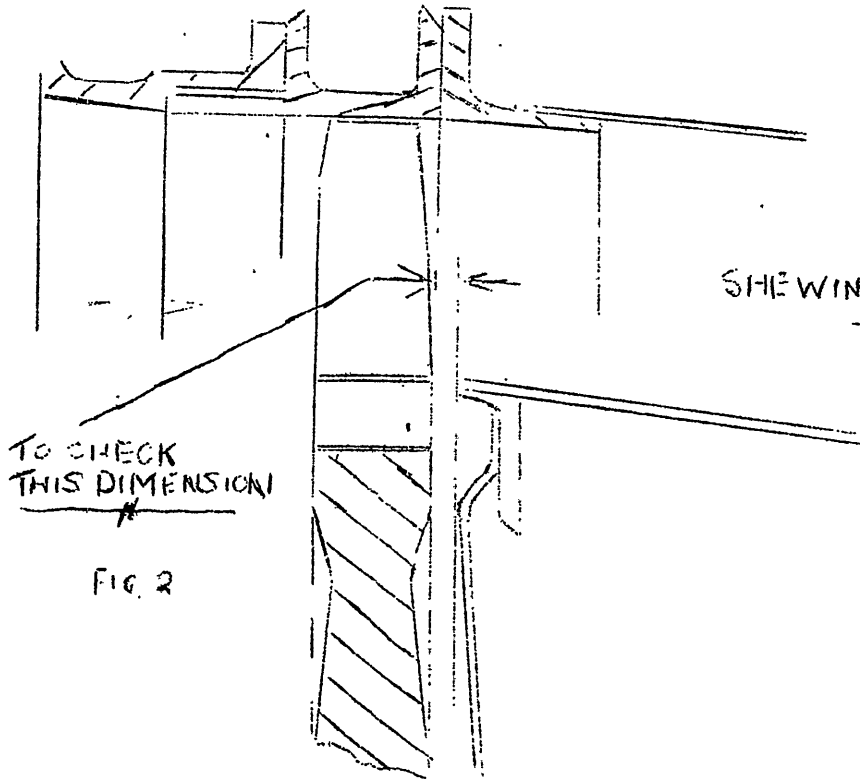
Para (D) DAILY INSPECTION: Delete this paragraph and Insert new DAILY INSPECTION below:-

"DAILY INSPECTION:- With the aid of a metal gauge manufactured locally to Fig. I (attached), ensure that a safe minimum clearance exists between the rim of the inner cone and the turbine blade root (see Fig II attached),

In all cases where this minimum clearance does NOT exist, the complete tail assembly is to be rejected and a replacement fitted. In addition to the above inspection, the inner cone is to be checked for security by grasping the apex of the inner cone and shaking".

Para (G). Flexible diaphragms have been introduced into new and repaired engines, to overcome breaking away of support lugs. The relevant modifications are Goblin 212 and 233 and embodiment of either modification makes this S.I. inapplicable.

.....



TO CHECK THIS DIMENSION

FIG 2

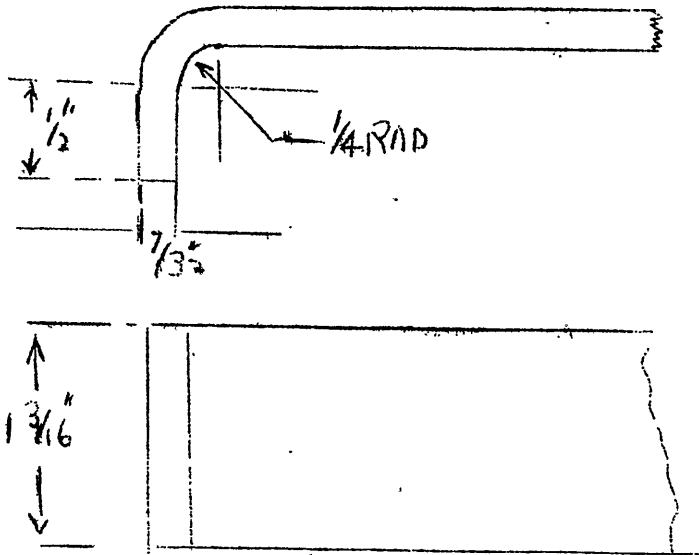


FIG 1

FULL SIZE

SCRAP VIEW OF GAUGE END

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 81  DATE 10th May. 194

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 7 FUSELAGE ASSEMBLY.

VAMPIRE / RDA DEFECTS/34B.

- A. Special Technical Instruction/Vampire/6
Pressurised Canopy Cracking or Bursting
- B. Vampire, all Marks except first 50 MK. I (Non-Pressurised)
- C. Cases have been reported of Perspex canopies cracking and in some cases disintegrating in flight. The cracking commences at one of the securing bolt holes and is thought to be caused by excessive pressure building up between the layers of Perspex through obstruction at the Schrader valve.
- D. At next Daily Inspection disconnect the tube from the Schrader valve on the canopy by unscrewing the knurled union nut. Remove and discard the valve core and with the tang end of a file or by other suitable means damage the thread in the valve stem so that a valve core cannot be refitted. Care must be taken so as not to strain the valve body in the Perspex. Break off small bridge piece in union nut on end of tube fitting and re-assemble tube to valve stem on canopy. These operations will ensure a straight-through passage for air with no restrictions.
- E. Record on Form 701 (or 1125 where applicable).
- F. Nil.
- G. Mod. Vampire, 530, Class, B.2., which is being issued also embodies the above.

P.T.O.

SUB HEADING 18 WING ASSEMBLY.INSTRUCTIONS FOR REMOVAL OF WINGS.

This leaflet defines the method to be adopted in extracting wing attachment bolts, when removing wings from fuselage.

To remove wing:-

Proceed with operations outlined in Item 12 Section 5 of Air Publication 4099C Volume 1, up to and including paragraph 25.

At this stage, flood attachment bolts with a good penetrating oil, and allow to soak for about an hour.

The trestling should now be checked for correct alignment, before attempting to remove bolts. This is a very important point to watch, as any discrepancy will cause scoring of bolts. It can be checked by trying to turn the bolts without any undue pressure, and adjustments should be made until this is obtained.

When satisfactory alignment has been achieved, remove bolts, taking care not to disturb the wing, and using spanner Part. No. 700390 and bolt extractor Part. No. 700175, for joints A and B, extractor Part. No. 70093 for drag-point C.

Note: It is important that the same operator remains on the wing to check the top bolt for freedom (Joint A) and to remove the bolt, and that he should remain in one position.

Continue with paragraph 27 in hand-book.

To replace wing:-

Offer up the wing to the fuselage, and line up the holes. Any discrepancy in alignment can be felt with the finger, and can be corrected by adjusting the wing and fuselage trestles.

As when removing the wing, it is important not to disturb the wing after alignment has been obtained. Once again, to ensure this, it is important that the same operator remains on the wing to check the alignment of the top hole (Joint A) and to refit bolt, and that he should remain in one position throughout the operations.

When re-assembling bolts, a suitable anti-seize grease must be used, it should be applied to both fittings and bolts.

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TECHNICAL NEWS SHEET

SERIES V No. 82



DATE 14th May. 1948.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 1 ARMAMENT.

WING BOMBS AND FAIRINGS REMOVABLE
PARTS - INTRODUCTION
VAMPIRE MKS. V and VI.

Class. S.O.O.

A.M. Mod. No. Vampire. 387

This modification provides for the introduction of wing bomb installation removable parts to conform with latest requirements.

SUB HEADING 14 SERVICES, AIRCRAFT

AIR SUPPLY PIPE WITH IMPROVED ATTACHMENT
OF TOTAL HEAD AIR SUPPLY LINE - INTRO
VAMPIRE MK. F.I. F.III. FB.V.

Class. 4B

A.M. Mod. No. Vampire. 431

This modification introduces an improved attachment of the total head air supply line to the air supply pipe and is necessary to prevent fracture of the air supply pipe to the barostat.

SUB HEADING 1 ARMAMENT.

R.P. (REMOVABLE PARTS) - INTRO.
VAMPIRE MK. V.

Class. S.O.O.

A.M. Mod. No. Vampire. 386

This modification introduces R.P. (removable parts) to conform with the latest Air Ministry requirements.

Con.....

SUB HEADING 11 ELECTRICAL INSTALLATIONKEROSENE AND OIL RESISTING GROUND
STARTER SOCKET SEAL - INTRODUCTION
VAMPIRE MKS. I, F.I. F.III. & FB.V.Class. D.4.A.M. Mod. No. Vampire. 498

This modification introduces an oil and kerosene resisting seal on the ground starter socket, and is necessary as the previous 'Linatex' seal deteriorated after contact with oil and Kerosene.

SUB HEADING 12 FUEL SYSTEM100 GALLON DROP TANKS - AIRSHIP
SHAPE - INTRODUCTION
VAMPIRE MK. I Only.Class S.O.O.A.M. Mod. No. Vampire. 173.

Further to Technical News Sheets Nos. 24 & 55, included herewith is Amendment No.2 to the above modification.

SUB HEADING 12 FUEL SYSTEM100 GALLON DROP TANKS - AIRSHIP
SHAPE - INTRODUCTION
VAMPIRE MK. III.Class. S.O.O.A.M. Mod. No. Vampire. 184.

Further to Technical News Sheets Nos. 63 & 69, included herewith is Amendment No.2 to the above modification.

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TECHNICAL NEWS SHEET

SERIES V NO 83



DATE 11.6.48

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION SUB HEADING 12. FUEL SYSTEM

- (A) Special Technical Instruction/Vampire/8
Main Fuel Tank - Insufficient clearances between negative "G" valve arm and Inner Wall of Negative's "G" pot.
- (B) Vampire Mk. I and III (NOT Embodying Mod. VAM 228)
- (C) Cases have been reported of engine cutting in flight due to failure of fuel supply in inverted flight or during aerobatics producing negative "G"
- (D) As soon as possible not later than next MINOR Servicing remove sump casting from main fuel tank and check the clearance between the weighted and of the negative 'G' valve arm and the inner wall of the negative 'G' pot. If the clearance is less than 0.15 inches it is permissible to file the ends of the lever arm to obtain the necessary clearances.

Note. 1 To check the clearance hold a square ended straight edge against the outer edge of the spigot on the upper face of the sump casting.

NOTE 2. Care must be taken to remove all traces of metal filings etc. before replacement of the sump casting and joints are to be re-made with "Hermetite" of similar jointing compound.

E. Record on Form 701 (or 1125 as applicable).

F. Nil.

G. Mod. Vampire 550 is being prepared and will supersede this STI.

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Con.....

V. 83 (Con.....)

SUB HEADING 18 WING ASSEMBLY.

- A. Special Technical Instruction/Vampire/7.
Electrical leads from Outboard wheel door micro switch -
Chafed by spinning tyres on undercarriage wheel.
- B. Vampire Mk.III
- C. Cases have been reported of the electrical cable from the micro switch on the outboard wheel door to the terminal block on the outboard side of the wheel recess being chafed by spinning tyre, at a point where it passes from the door to the wheel recess.
- D. Not later than next Daily Servicing, all aircraft are to be examined and where chafing has occurred, new cable is to be fitted. The new cable is to be run near the edge of the door towards and around the forward hinge and into the wheel recess, then in an aft direction to the terminal block. A small loop is to be made in the cable at the door hinge to facilitate opening and the cable is to be cleated every 4". If no chafing has occurred, the following action is to be taken not later than the next Minor Servicing.
- (i) Disconnect outboard wheel door micro switch cable at the terminal block in both wheel bays.
 - (ii) Uncleat the cable to the point where it turns away from the edge of the door. Re-route around the forward hinge and into the wheel recess, then in an aft direction to the terminal block and re-connect.
 - (iii) A small loop is to be made in the cable at the door hinge to facilitate opening and the cable is to be cleated every 4".
- E. Record on Form 701 (or F. 1125 where applicable).
- F. Report chafing of re-routed cables on Form 1022
- G. Nil.

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TECHNICAL NEWS SHEET

SERIES V

No 84



DATE 23.6.48.

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

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

TO REDESIGN CANOPY STOP - INTRODUCTION.
VAMPIRE MKS. F.I. & F.III

Class 4B

A.M. Mod. No. Vampire. 401.

This modification introduces a re-designed canopy stop of increased strength, as cases of failure of the existing stop have been reported, due to bending.

SUB HEADING 6[?] MISCELLANEOUS EQUIPMENT.

GYRO GUNSIGHT RECORDER CAMERA-INTRO.
VAMPIRE MKS. I and III.

Class B.2.

A.M. Mod. No. Vampire. 400.

This modification introduces a gyro gunsight recorder camera to bring the aircraft into line with latest requirements.

SUB HEADING 7 FUSELAGE ASSEMBLY.

IMPROVED MOUNTING OF THE MAIN FUEL TANK - INTRO.
VAMPIRE MKS. I and III.

Class C.3.

A.M. Mod. No. Vampire 364.

This modification improves the mounting of the main fuel tank owing to the necessity of preventing movement of the tank during violent manoeuvres.

con.....

SUB HEADING 4 - CONTROLS FLYING.REINFORCING BRACKET IN ELEVATOR TRIM TAB SPAR - INTRO.
VAMPIRE MK. III.Class B.2 N.C.P.A.M. Mod. No. Vampire 512.

This modification introduces a reinforcing bracket on the elevator trim tab spar to prevent cracks developing.

SUB HEADING 7 - FUSELAGE ASSEMBLY.RUBBER WEDGES IN LIEU OF PERSPEX AT ENDS OF CANOPY RAILS AND TO ENSURE CORRECT FITMENT OF RAILS. - INTRO.VAMPIRE MK. I (Pressurised a/c only)VAMPIRE MK. III.Class B.2.A.M. Mod. No. Vampire 530.

Cold chamber tests have shown that differential contraction between the canopy runners and the perspex accounts for the cracking up of canopies. This mod. provides rubber buffers and improves the assembly of the canopy to overcome this fault.

SUB HEADING 7 - FUSELAGE ASSEMBLY.SAFETY GUARD IN WAY OF DROP TANK JETTISON CONTROL HANDLE IN COCKPIT-INTRODUCTION.VAMPIRE MK. III.Class B.2.A.M. Mod. No. Vampire 502.

This modification introduces a safety guard mounted on the cockpit floor in way of the drop tank jettison control handle, thus ensuring that the pilots harness will not catch around the handle.

CON.....

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TECHNICAL NEWS SHEET

SERIES

V

No

85



DATE

7.7.48.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 7 FUSELAGE ASSEMBLY.

- (A) Special Technical Instruction/Vampire/10.
Incorrect manufacture of drop tank jettison lever.
- (B) Vampire Mk.III.
- (C) Drop tank jettison control levers in cockpit have been incorrectly manufactured and could cause damage to either control cable or release mechanism.
- (D) (i) Not later than next Daily Star Servicing, the jettison control rigging is to be checked in accordance with Sketch R.00A57 and the special stop bolt shown in this sketch must be incorporated.
(ii) Action as above is to be taken on all aircraft held by Storage Units before issue.
- (E) Record on Form 700 (or 1125 as applicable).
- (F) Nil.
- (G) Nil. Future parts will be correctly made.

Con.....

SUB HEADING 18 WING ASSEMBLY.

Special Technical Instruction/Vampire/7A

(amending STI/Vampire/7

Electrical leads from Outboard wheel door micro switch
chafed by spinning tyres on undercarriage wheels.

Modification Vampire /271 "To transfer micro switch from
undercarriage to wheel door lock" applies to Vampire Mks. I & III.

STI/Vampire/7 is therefore to be amended as follows:-

Para. (B) add "and MK.I with Mod. 271 embodied".

Recording action as previously detailed is not affected by this
amendment.

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TECHNICAL NEWS SHEET

SERIES V No 86DATE 9.7.48.ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 16 UNDERCARRIAGE.

IMPROVEMENT OF SEAL AT BOTTOM OF CYLINDER TUBE.Class 4.B. and on repair of Undercarriage or replacement of Seal.

Further to Technical News Sheet No. V.79 which does not contain sufficient information to carry out the Modification. The following is the complete text with attached Drawing No.R.00G.27.

1. This modification provides for the deletion of the shim Part.No. AIR. 33132 and the replacement of the Bush Retainer Part.No. AIR. 31848 by the Bush Retainer Part.No. AIR.39302, on the Main Shock Absorber Struts AIR.40014 and AIR.40015. Note bush Retainer AIR.39302 can be made from Bush Retainer AIR.31848 by modifying to the Drawing attached.
This modification has been found necessary, as when the seal and surrounding parts are to the adverse limits the seal has been nipped, thus preventing the seal from moving sideways with the movement of the plunger tube, with subsequent leakage.
The work to replace the bush retainer and removing of the shim will take approximately 4 man hours.
The following is the sequence of operations,
 - (1) Refer to A.P.4099A Vol.1, Sect 4, Chap.3.
 - (2) Fully deflate the air chamber by depressing the plunger in the inflation valve AGS.1200 which is at the end of the axle.
 - (3) Remove and retain the two bleeder screws AIR.21028 from the top of the cylinder tube and with the strut held upside down drain off the fluid.
 - (4) Remove and dispose of the pin AIR. 31886, from the lower end of the plunger tube, and extract the axle AIR.36554 from the plunger tube.

P.T.O.

- (5) Remove and retain the three screws AGS.245/12, three spring washers AGS.162/C, the wiper retainer AIR.31872, felt washer AIR.31888 and seal ADS.401/41.
- (6) Unscrew and retain seal retainer AIR.31882; remove and retain seal AIR.40402.
- (7) Remove and dispose of shim AIR.33132.
- (8) Remove and retain bush retainer AIR.31848, and modify to attached Drawing. Packing pieces to be made from local resources. Stamp out part No. AIR. 31848 and restamp No. AIR. 39302 on side shown.
- (9) Reassemble, bush retainer AIR. 39302 with packing pieces towards bush, seal AIR.40402, seal retainer AIR.31882, felt washer AIR.31888, seal ADS. 401/41, wiper retainer AIR.31872, three screws AGS.245/12 and three spring washers AGS.162/C, as shown on attached Drawing.
- (10) Replace axle AIR. 36554 in plunger tube (Note: Axle to butt on end of plunger tube). Fit new pin AIR.31886; rivet over and file flash with plunger tube.
- (11) Recharge and inflate the strut in accordance with A.P.4099C.Vol.1. Sect.4, Chap.3.
- (12) Stamp on issue 16 besides the last issue number of the struts.

<u>Part.No.</u>	<u>Nomenclature.</u>	<u>No. Off.</u>
AIR.31886	Pin	1.
AGS.500/F/324	Rivet	2.
	Packing piece.	2.

(M.S. or BRASS 3/4" + 1/4" + 10 or 11 SWG. To be supplied from local resources and cut out to suit see Sketch).

NOTE: Above quantities are per strut. There are two struts per aircraft.

Parts rendered redundant are:-

<u>Part.No.</u>	<u>Nomenclature.</u>	<u>No. Off.</u>
33132.	Shim	1.
31886	Pin	1.

No previous modifications are necessary to carry out this change.

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TECHNICAL NEWS SHEET

SERIES V

No 87



DATE 9.7.48

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

VAMPIRE AIRFRAME. GENERAL CIRCULATION SUB HEADING 4 CONTROLS, FLYING.

- A. Servicing/Instruction/Vampire/6 - Elevator Faulty
"pop riveting of Internal Stiffener."
- B. Vampire F. MK.3.
- C. Cases have been reported of faulty 'pop' riveting of internal stiffeners to elevator spar, resulting in "panting" of skin in the region of the spar.
- D. At next and all subsequent DAILY Servicing examine Elevators for loose or broken rivet heads, cracking of external finish, or excessive movement of skin in the region of the spar.
- E. Record first inspection on Form 700 and make appropriate entry on Supplementary Record Sheet in Servicing Schedule.
- F. Report defects on Form 1022 and return any suspect elevators to Messrs English Electric Co. Preston for further examination.
- G. Nil.

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TECHNICAL NEWS SHEET

SERIES V No 88



DATE 19.7.48

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 1 ARMAMENT.

TO PROVIDE STOWAGE FOR GUN COCKING UNIT REF
7G/1164 - INTRO.
VAMPIRE F.I.III.

Class. C.3+

A.M. Mod. No. Vampire. 450

This modification introduces a stowage pocket mounted in the gun bay door, together with a new gun cocking unit, following a service request.

SUB HEADING 23 INSTRUMENTS.

TO REPOSITION THE U/C WARNING LIGHT
indicator - INTRO.

Class 2E N.C.P.

A.M. Mod. No. Vampire. 423

This modification reverses the position of the undercarriage and fuel pressure warning lamps to enable the U/C warning lamp to be more readily visible to the pilot, as in its present position it is partially obstructed by the cold air inlet pipe.

SUB HEADING 12 FUEL SYSTEM.

DELETION OF THE DRAIN PIPE FILLER
NECK WELL OF THE MAIN FUEL TANK

Further to Technical News Sheet No. 188 and V.5. included herewith is Amendment No.2 to the above modification. Vampire Mod. No. 291.

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TECHNICAL NEWS SHEET

SERIES VNo 89DATE 22.7.48ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETINVAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 16 UNDERCARRIAGEAdjustment of Undercarriage Doors.

A case occurred recently of the Undercarriage Doors opening in flight at a high speed.

This has been traced to faulty adjustment, and the points to watch on adjusting the undercarriage doors are:-

1. The oleo leg and wheel must be adjusted in the 'UP' position to have the absolute minimum clearance from the axle nut and tyre and top skin of aircraft. ($1/16$ to $.1$ is ample).
If this is increased unduly the wheel prevents the door closing properly no matter how much the door adjusting struts are tightened up.
2. The door adjustment struts to be tensioned up so that it requires a load of approximately 50 lbs at the front and rear of the door to pull it down into contact with the catches.
3. The latch pins must be well home under the catches on the door, (both laterally and fore and aft).

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TECHNICAL NEWS SHEET

SERIES VNO 90DATE 12.8.48ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETINVAMPIRE AIRFRAME. GENERAL CIRCULATION
SUB HEADING 7 FUSELAGE ASSEMBLY.CABIN JETTISON GEAR

Complaints have been made in the past about the connecting rods on the cabin Jettison Gear bowing. This has been caused due to the practice of personnel operating the Jettison Gear in an incorrect manner.

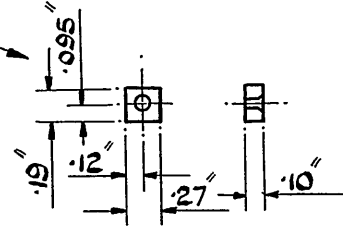
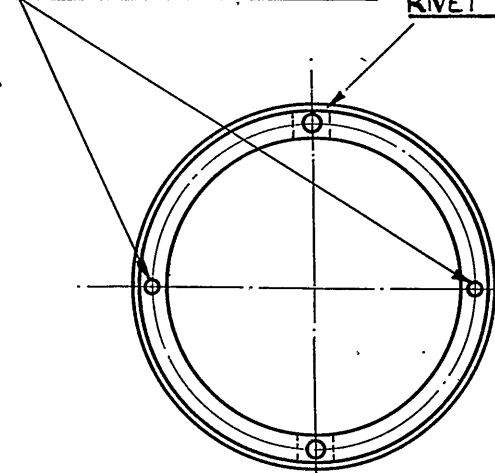
Quoted below is an extract from a letter we have sent to the Air Ministry concerning this Defect.

"Further to the above, it is definitely stated that on no account should the Jettison gear be operated during functioning tests unless two persons are available, one to operate the Jettison lever in the cockpit, the other to restrain the springs by the use of the resetting cable (previously referred to as emergency release), while the Jettison gear is being actuated. It has been established that the bending of the connecting rods occurs when the crank levers come in contact with the crank stops. This contact is made with considerable force due to the necessity of having strong springs to actuate the Jettison mechanism. In view of the fact that the canopy Jettison gear is designed for one operation only, in the case of emergency, and the failures reported are due to individual requirements, no design action is proposed".

.....

2-№ 35 DRILL HOLES
AS SHOWN ON 3.01" P.C.D.

PACKING PIECES TO BE FILED TO SUIT SLOTS.
FIT BENEATH CORE DIA. & FLUSH WITH BORE,
IN BUSH RETAINER AS SHOWN.
RIVET & FILE FLUSH.



IDENTIFICATION MARKS TO BE
STAMPED HERE.

2-№ 42 DRILL HOLES AS SHOWN
ON 3.01" P.C.D. c/s'k .04" X 45°
BOTH SIDES.

AGS
500
F-324

AIR
39302

SCREW SEAL RETAINER
TO BEAR ON THIS
SHOULDER.

AIR
31888

SCREW RETAINING RING HARD
DOWN ON TO BUSH & LOCK
WITH CENTRE POPS.

AIR
39302

AGS
245/
12

AGS
162/
C

AIR
31872

AIR
31882

AIR
40402

ADS
401/41

THE DE HAVILLAND AIRCRAFT CO., LTD,
HATFIELD. HERTS.

M/C TYPE
VAMPIRE.

M/C REGN. No.

IMPROVEMENT OF
SEAL AT THE BOTTOM OF THE
CYLINDER TUBE (MAIN U/C.)

DR. BY
F.S.D.
7-7-48

APP. BY

R. OOG
27
ISSUE: 1

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TECHNICAL NEWS SHEET

SERIES V

No 91



DATE 24.8.48.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 15 TAIL UNIT ASSEMBLY.

TO REDUCE THE GAP AND TOLERANCES BETWEEN THE
TAILPLANE SHROUD AND ELEVATOR TO IMPROVE
STABILITY - INTRO.

Sea Vampire Mks. F.20 and F.21.

Class. B.2. N.C.P.

A.M. Mod. No. Sea Vampire. N. 542

This modification reduces the gap and tolerance between the tailplane shroud. Contractors flight trials have shown that there is an improvement in stability when this mod. is embodied.

SUB HEADING 15 TAIL UNIT ASSEMBLY.

LARGER TRIMMER TAB AND ASSOCIATED HEAVIER
MASS BALANCE WEIGHT TO THE LOWER TAIL - INTRO.
VAMPIRE MKS. F.III.

Class. B.2.

A.M. Mod. No. Vampire. 362.

This modification introduces a larger trimmer tab and associated heavier mass balance weight on the elevator to increase the trim range to cover the full C.G range.

IMPORTANT NOTE. The A.M.C. classified this Mod. B.2. to be embodied by C.W.P. concurrently with Mod. 276, but it is known that a number of aircraft have had Mod 276 embodied but have not yet had this Mod embodied, This leaflet is being issued to cover these aircraft.

Con.....

TECHNICAL NEWS SHEET

SERIES V 92^oDATE 25.8.48ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETINVAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 23 INSTRUMENTS.POSITION INDICATOR TRANSMITTER TYPES A, B, C, AND D.
(STORES REF. 6A/2131, 2132, 2133, and 2134.

The following copy of Air Ministry letter, reference A. 436412/42/SM.X1 is forwarded for information:-

I am directed to refer to the above subject and to state that urgent demands for transmitter Type A 6A/2131 and transmitter Type C 6A/2133 will be met as a temporary measure by issues of transmitter Type B. 6A/2132 and transmitter Type D 6A/2134 respectively.

2. To use a transmitter Type B. 6A/2132 in place of a transmitter Type A 6A/2131 it is necessary to make a change in the connections as follows:-

- (a) Connect the yellow core of the Quinzel 4 cable to the terminal mark.3.
- (b) Connect the green core to the terminal marked. 2.

3. A similar change is required when a transmitter type D, 6A/2134 is used in place of a transmitter Type C. 6A/2133.

4. I am to request that Units be notified of the above instructions, and that they be instructed to refer to A.P. 1275A. Volume I, Section 12 for installation and servicing procedure, which remains otherwise unaffected by this change.

Chap

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TECHNICAL NEWS SHEET

SERIES VNo 93DATE 26.8.48ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 4 CONTROLS, FLYING.

- A. Servicing/Instruction/Vampire/7
Rudder and Elevator Pulleys - Locking due to ingress of foreign matter
- B. Vampire and Sea Vampire - All Marks.
- C. Cases have occurred of elevator movement being restricted through pulleys jamming in pulley mounting brackets on the false spar due to foreign matter collecting in one of the counter-bored holes in the pulley.
- D. At next each subsequent DAILY Servicing examine the banks of pulleys concerned, port and starboard, for the presence of foreign matter.

Note 1.- The pulleys are easily assessible from outside when the main flaps are lowered.

Note.2. Some aircraft may be received from the manufacturer with the two counter-bored holes and the plain hole in the top plate of the elevator pulley and the plain hole in the top web of the pulley bracket adjacent to the lighting hole, filled with Gypsion Moulding Plaster. Similar holes in the lower plate of the rudder pulley may also have been filled, one hole being left unfilled to permit the relevant controls to be locked in the neutral position when rigging. Where aircraft are received in this condition the above inspection is still to be carried out DAILY.

- D.2. The rigging pin is to be shortened so that when inserted from the bottom of the pulley bracket casting it will only pass through half the top bank of pulleys.
- E Record first inspection on Form 700 and make appropriate entries on Supplementary Record Sheet in Servicing Schedule.
- F. Nil
- G. Modification action is being taken to delete redundant holes and fill recesses in counter-bored holes in pulleys.

TECHNICAL NEWS SHEET

SERIES

V

No

94



DATE

26.8.48

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 7 FUSELAGE ASSEMBLY.

CHAFING OF OXYGEN PIPE.

Several cases have been reported of the canopy jettison gear spring on No.3. Bulkhead chafing the adjacent oxygen pipe.

The accompanying Drawing No. R. 00Q11 details the location of the chafing parts and the rubbing plate which should be manufactured and fitted to prevent the chafing.

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TECHNICAL NEWS SHEET

SERIES V No 95DATE 26.8.48ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETINVAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 4. CONTROLS, FLYING.

- A. Special Technical Instruction/Vampire/9
Fouling of tailplane shroud and elevator.
- B. Vampire aircraft, all marks.
- C. Cases have been reported of poor fore and aft stability which has been traced to the outer surface of the tailplane shroud being concave, through the shroud having been bent to give clearance between shroud skin rivets and elevator.
- D. At next Minor Inspection, check the clearance between the elevator shroud and the elevator. This should conform with Drawing Z.004783 and should be obtained by dressing the shroud to suit where necessary. Care should be taken that the line between tailplane and elevator becomes fair and that there are no reflex contours. Where rivet heads inside the shroud foul the elevator, they should be filed back as indicated on Drawing Z.004783.
- E. Record on Form 701 (or 1125 as applicable).
- F. Nil.
- G. Modification Vampire 542 is being issued.

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TECHNICAL NEWS SHEET

SERIES V

No. 96



DATE 1.9.48

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 14 SERVICES AIRCRAFT.

Copy Teletypewriter Message.

From R.D.A. Defects, Ministry of Supply.

IMPORTANT WARNING. All types of aircraft with oxygen system fitted with oxygen regulators mark eleven C. Under present procedure as described in A.P. 1275A Emergency flow valve of oxygen regulator Mark Eleven C. is normally locked by soft copper locking wire. This wire should be removed in aircraft undertaking flying above 35,000 feet whether cockpit is atmospheric or pressurised so that in possible event of anoxia emergency valve can be operated without effort. Locking wire must be replaced before despatch of aircraft to any other station.

PIOS at aid areas to take immediate action with all Contractors holding Aircraft which may undertake high altitude flying.

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TECHNICAL NEWS SHEET

SERIES V No 97



DATE 24.9.48.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION SUB HEADING 7 FUSELAGE ASSEMBLY.

RUBBER WEDGES IN LIEU OF PERSPEX AT ENDS OF
CANOPY RAILS AND TO ENSURE CORRECT FITMENT.
OF RAILS - INTRO.

ISSUE. 2.

VAMPIRE MK. I (PRESSURISED AIRCRAFT ONLY) VAMPIRE MK. III.

Class. B.2.

A.M. Mod. No. Vampire. 530

This modification introduces rubber buffers and improved the assembly of the canopy in order to prevent failure of the canopy under adverse conditions in service,

SUB HEADING 10 MISCELLANEOUS EQUIPMENT.

TO MAKE PROVISION FOR STANDARD GREASE GUN - INTRO.
VAMPIRE I. F.3.

Class. C.3.

A.M. Mod. No. Vampire. 86.

This modification introduces new type grease nipples at various greasing points, replacing the existing nipples, and thereby enabling a standard grease gun to be used.

SUB HEADING 12 FUEL SYSTEM.

EXTENDED VENT CONNECTION AT FIREZOOFF
BULKHEAD - INTRO.
VAMPIRE MKS. 1.3.5.20 & 50.

Class. C.3.

A.M. Mod. No. Vampire. 565

This modification introduces an extended vent connecting to ensure that waste fuel does not seep into the lower engine cowl and accumulate with consequent risk of fire.

Con.....

SUB HEADING 18 WING ASSEMBLY.

TO REPLACE M.S. BOLTS BY H.T.S. BOLTS IN WING
SKIN TO ROOT JOINT ATTACHMENT - INTRODUCTION
VAMPIRE I.F.3. FB.5.

Class. C.4.A.M. Mod. No. Vampire. 420

This modification introduces new H.T.S. bolts in the top and bottom wing surfaces at the root joint attachment. The existing M.S. bolts tend to stretch, thus allowing distortion of the wing skin.

SUB HEADING 1 ARMAMENT.

CANNON DROPPING EQUIPMENT TO FACILITATE
RE-ARMING - INTRO.
VAMPIRE I. F. 3. FB. 5.

Class. C.3.A.M. Mod. No. Vampire. 295.

This modification introduces a new bracket complete with cable to eliminate the inconvenience and looseness of fitting experienced with the existing dropping tool.

SUB HEADING 1 ARMAMENT.

CANNON DROPPING EQUIPMENT TO FACILITATE
RE-ARMING - INTRO.
VAMPIRE I.F.3. FB.5.

Class. C.3.A.M. Mod. No. Sea Vampire. 295.

This modification introduces a new bracket complete with cable to eliminate the inconvenience and looseness of fitting experienced with the existing dropping tool.

Con.....

SUB HEADING 4 CONTROLS, FLYING.

TO INTRODUCE A FITTED BOLT TO RUDDER
POST CONNECTING FLANGE
VAMPIRE MKS. F3. F.5.

Class. C.3.A.M. Mod. No. Vampire. 529

This modification introduces special bolts in the connecting flanges of the rudder post and rudder pedestal as R.A.E. reports that play can occur between the bolting faces due to the clearance holes in the fittings.

SUB HEADING 4 CONTROLS, FLYING.

TO INTRODUCE A FITTED BOLT TO RUDDER
POST CONNECTING FLANGES
SEA VAMPIRE MKS. F.20.FB.21.

Class. B.2.A.M. Mod. No. Sea Vampire. 529

This modification introduces special bolts in the connecting flanges of the rudder post and rudder pedestal as the R.A.E. reports that play can occur between the bolting faces due to the clearance holes in the fitting.

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TECHNICAL NEWS SHEET

SERIES V No 98



DATE 4th Oct. 1948.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 12 FUEL SYSTEM.

SPECIAL TECHNICAL INSTRUCTION/VAMPIRE/8A.
(Amending STI/Vampire/8).

MAIN FUEL TANK - INSUFFICIENT CLEARANCE BETWEEN NEGATIVE
'G' VALVE ARM AND INNER WALL OF NEGATIVE 'G' POT.

STI/Vampire/8 is to be amended as follows;-

Para.D. Add NOTE 3 below.

NOTE. 3. "Where the lever arm has been filed to obtain the required clearance the exposed area is to be treated with selenious acid, Stores.Ref. 330/943 in accordance with Process Specification DTD. 911A."

Where STI/Vampire/8 has already been embodied and the lever arm filed to obtain clearance the action described above is to be taken as soon as possible but not later than next Minor Servicing on Aircraft in use and as soon as possible but before issue on aircraft held under storage conditions. It should be noted that the exposed area will be more prone to corrosion where aircraft are stored with empty tanks. If corrosion has taken place the area must be thoroughly cleaned before application of the Selenious acid.

Process Specification DTD.911A para. 7 is quoted below for easy reference.

Repair of Chromate Films. Where it is necessary to repair chromate films which have been slightly damaged locally by abrasion, a solution in water containing 10 per cent by weight of Selenious acid shall be used. The solution is applied with cotton wool or a soft rag until a permanent brown to brown-black colour is obtained on the exposed metal. The treated surface shall then be washed thoroughly in clean water and dried immediately. The Solution must not be Allowed to come into contact with the skin.

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TECHNICAL NEWS SHEET

SERIES V No. 99



DATE 4th Oct. 1948.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION. SUB HEADING 4. CONTROLS FLYING.

SEA VAMPIRE.

- A. Special Technical Inspection/Vampire/11.
Fouling of aileron controls by chain for dust cap on deck hook damper filler.
- B. Vampire MK. 20 and 21.
- C. Cases have occurred of the aileron controls becoming jammed in flight due to the safety chain for deck hook damper filler connection jamming in the aileron controls.
- D. At the next daily inspection, remove chain part No. H.G.S. 904/B.
- E. Record on Form 701 (or 1125 as applicable).
- F. Nil.
- G. Modification action to secure cap in another manner will be considered.

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TECHNICAL NEWS SHEET

SERIES V No 100



DATE 14.10.48

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

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

SANDWICH WINDSCREEN - RE-INTRO.
VAMPIRE MK.I (Pressurised) F.3 and FB.5.

Class. B.2.

A.M. Mod. No. Vampire. 392.

This modification re-introduces the sandwich type windscreen the earlier types of which were 'hazing'. Solid panels were fitted as an interim measure (mod 261) on the Production line and replacement until an improved type of sandwich panel became available.

SUB HEADING 12 FUEL SYSTEM.

TO PROVIDE CLEARANCE BETWEEN NEGATIVE 'G' VALVE ARM
AND INVERTED FLIGHT RESERVOIR - INTRODUCTION.
VAMPIRE I. F.III.

Class B.2.

A.M. Mod. No. Vampire. 550.

This modification provides clearance between the negative 'G' valve arm and the inverted flight reservoir, as engine failure has been reported due to the valve arm fouling the reservoir, and thus preventing negative 'G' from operating.

IMPORTANT NOTE. In cases where S.T.I. Vampire. 8 has been embodied this Mod is satisfied.

Con.....

HATFIELD HERTFORDSHIRE ENGLAND

Sheet.2.

TELEPHONE HATFIELD 2343
TELEGRAM HAVILLAND JETEX HATFIELD

SUB HEADING 18: WING ASSEMBLY. J A (I) (I) (I) (I)

TO REPLACE M.S. BOLTS BY H.T.S. BOLTS IN WING
SKIN TO ROOT JOINT ATTACHMENT - INTRO.
SEA VAMPIRE MK. 20.

Class C.4.

A.M. Mod. No. Sea Vampire.420.

This modification introduces new H.T.S. bolts in the top and bottom wing surfaces at the root joint attachment. The existing M.S. bolts tend to stretch, thus allowing distortion of the wing skin.

SUB HEADING 10 MISCELLANEOUS EQUIPMENT.

GYRO GUNSIGHT RECORDER CAMERA - INTRO.
VAMPIRE MKS. I & III.

Class B.2.

A.M. Mod. No. Vampire.400.

Further to Technical News Sheet No. 84, included herewith is Amendment No.1. to the above modification.

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TECHNICAL NEWS SHEET

SERIES V

№ 101



DATE 20.10.48

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 4. CONTROLS FLYING.

REFERENCE SERVICING INSTRUCTION/VAMPIRE/I.
AILERON MASS BALANCE WEIGHT BRACKETS - CRACKING.

The above mentioned S.I. issued under this H.Q. postagram
of even Ref. dated 19th November, 1948 is to be amended as follows:-

Para D. Line 3. After "Modification 299" add "or 356 is"

Para G. After "Modification 299" add and 356".

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TECHNICAL NEWS SHEET

SERIES V No. 102



DATE 20.19.48

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION SUB HEADING 6 ENGINE INSTALLATION

- A. Servicing Instruction /Goblin/4. Failure of Starter Valve to close when H.P. cock is in "OFF" position.
- B. All Goblin engines installed in aircraft.
- C. Numerous cases of wrinkling and distortion of the jet pipe have been reported. Investigation has shown that in the majority of cases the defect has been due to wet starts caused by the starter valve being in the "open" or "partially open" position during the early stages of the starting cycle. The defect is aggravated if the 3rd stage of the starting cycle is introduced prematurely. Faulty functioning of the starter valve is caused by the incorrect adjustment of the Bowden cable which operates the locking plunger holding the starter valve in the "Open" position during the normal operation of the engine.
- D. Inspect immediately and then at each subsequent Minor Servicing see that the starter valve is functioning correctly. The following is the method for checking:-
 - (i) Ensure that when the H.P. cock is in the "closed" position the trigger on the H.P. cock spindle has moved the pin in the cable-end fitting as far as it will go i.e. until the end fitting contacts the split pin in the trip switch body. Should this action not take place the whole trip switch body must be rotated anti-clockwise the required amount, after loosening the pinch bolt. Care must be observed when re-tightening the bolt, overtightening will cause the cock to be stiff in operation.
 - (ii) Disconnect the fuel pipe line (Inlet) on the underside of the starting valve and open the H.P. fuel cock. Obtain a metal rod approximately $\frac{1}{4}$ " diameter and radiused to hemispherical form and insert in starter valve inlet adaptor and press upwards until the locking plunger engages the reduced section of the starter valve - signified by an audible "click".

Con.....

(iii) Close the H.P. cock slowly and observe the position of the pin in the cable-end fitting when the valve closes which is signified by a distinct "plop". The pin should at that moment, have taken up about half of its travel.

If the valve closes as soon as the pin is contacted by the trigger the cable is adjusted too short, and should be lengthened by screwing "In" the cable adjuster at the starting valve end of the Bowden cable.

If however the valve does not close at all (invariably the case when starting trouble is being experienced), the cable is too long and should be shortened by screwing "OUT" the cable adjuster until the valve closes as described above.

(iv) Lock the Bowden cable adjuster lock-nut and re-assemble items disturbed during the check.

E. Record inspection on Form. 700. Enter in Supplementary Inspection on Servicing Schedule.

F. Report On Form. 1022.

G. Modification Vampire 489 assists engine starting but is not essential.

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TECHNICAL NEWS SHEET

SERIES V No 103



DATE 20.10.48

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8 GENERAL.

VAMPIRE FB.MK.5. - GOBLIN 2 ENGINES CS(A) Release.

1. The Vampire FB.MK.5 is hereby released for Service use in temperate and tropical climates.
2. The Vampire FB.MK.5. is a development of the Vampire F.MK.3 equipped to carry bombs RP and drop tanks; it has clipped wings and a stronger undercarriage.
3. You may care to inform the Service on the following points:-
 - (a) Weight Limitations.
 - (i) The maximum permissible overload weight for take-off from prepared runways and for flying subject to gentle manoeuvres is 12,800lb.
 - (ii) The maximum permissible weight for all forms of flying and for take-off from grass airfields is 10,560lb.
 - (iii) Except in an emergency the landing weight is not to exceed 10,560lb.
 - b. Handling Limitations.
 - (i) The maximum permissible speed, between sea level and 5,000 ft. without bombs, RP. or drop tanks fitted is 455 knots A.S.I.

At heights above 5,000 ft an indicated Mach number of 0.78 is not to be exceeded.
 - (ii) When 2 x 100 gallon drop tanks are carried the following speeds must not be exceeded.

Con.....

H O I / R E 2 D A I L I V A H

Sea Level to 5,000 ft.

5,000 ft. to 10,000 ft.

H D
390 knots.A.S.I.
365 knots ASI.

At heights above 10,000 ft. an indicated Mach number of 0.65 not to be exceeded.

(iii) When carrying drop tanks (full or empty) full ammunition or ballast equivalent must be carried.

(iv) Drop tanks may be jettisoned at speeds not exceeding 260 knots ASI in straight and level flight.

(v) Bombs may be carried as an alternative load to drop tanks and released subject to the following limitations:-

2 x 500 lb. M.C. Bombs MK.4. or MK.9.

Sea level to 5,000 ft 455 knots ASI.

At heights above 5,000 ft an indicated Mach number of 0.75 is not to be exceeded.

2 x 1000 lb. M.C. Bombs MK.2 with No. 37 Tails.

Sea level to 5,000 ft 400 knots ASI.

At heights above 5,000 ft. an indicated Mach number of 0.65 is not to be exceeded.

The maximum angle of dive when carrying bombs is not to exceed 60°.

Carriage of other stores such as clusters is still under trial and these will be cleared later.

(vi) 8 x 60 RP stores may be carried alone or with 2 x 500 lb. bombs, and can be fired for training purposes subject to a modification to the sealing discs of the rocket motors. Instructions on this are now being discussed between D Arm RD. and Air Ministry and will be promulgated shortly.

Between sea level and 5000 ft. the maximum permissible speed when carrying RP is not to exceed..... 455 knots ASI.

At heights above 5000 ft an indicated Mach number of 0.75 is not to be exceeded.

(vii) Pending further instructions an altitude of 35,000 ft. must not be exceeded. This will be lifted when sufficient experience with the improved hood has been gained.

4. Gun Installation.

The installation is the same as for the Vampire 3. Tests to confirm

Con.....

confirm/
satisfactory functioning at high altitude are proceeding.

5. Essential Modification.

Modifications considered essential are listed in the Appendix to this release notice.

6. Handling Instructions.

Pilot's notes are in hand and will be issued as soon as possible.

Sgd. E.J. CUCKNEY.
ACS (A)
for C.S. (A).

11th September 1948.

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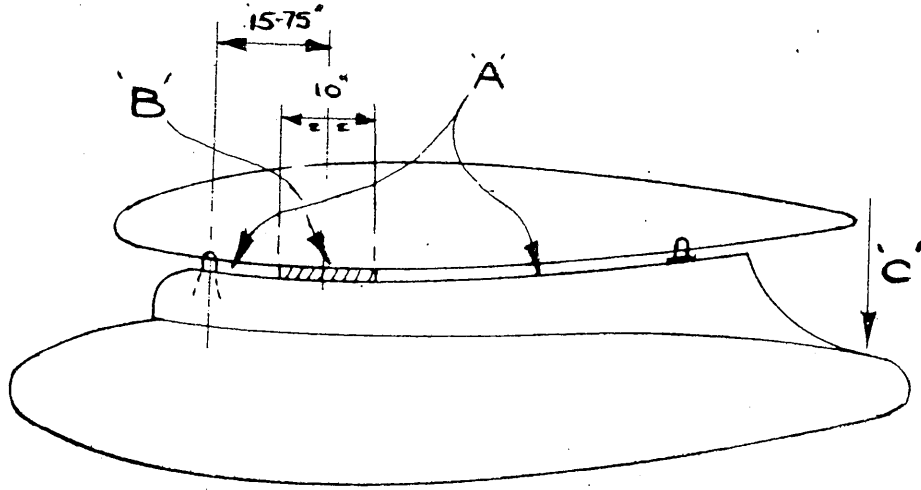
APPENDIX TO CS (A) RELEASE - VAMPIRE F.B. MK.5.

ESSENTIAL MODIFICATIONS.

The following Vampire modifications have been classified AA and are essential before Service use:-

- Mod 413 To introduce stronger undercarriage and reinforced tyre.
- Mod. 479. To introduce natural rubber oleo seal in nose wheel leg.
- Mod. 504. To introduce a relay in the armament circuit.
- Mod. 604. To strengthen the main wheel doors.
- Mod. 610 To introduce a 20 lb elevator inertia weight.
- Mod. 611 To introduce an additional 43 lb. of nose ballast.
- Mod. 614. To redesign screws fixing the jack operating lever to the oleo.

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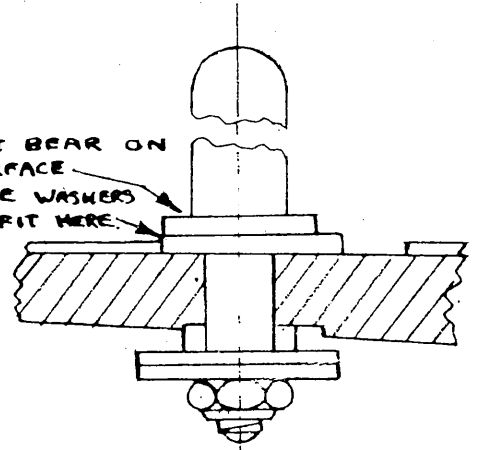
SKETCH N° 1.

VAMPIRE Mk's 3 and 5.

Method of Assembling Tank to Wing.

- 1) Remove all rubbers from Edges of Tank fairing.
- 2) Offer up tank to wing and secure nut on suspension bolt. Tighten bolt until Tank is firm on wing. It will be found necessary to use a torque loading of 400 - 500 lbs ins to obtain firmness on wing.

TANK MUST BEAR ON THIS SURFACE
IF NOT REMOVE WASHERS FROM NUT AND FIT HERE



SKETCH N° 2.

If a torque spanner is not available, a check can be made by a man of average weight exerting a downward force on the tail of the tank at C. The tank should show no tendency to leave the wing when this is done.

- 3) Check that the tank is bearing on the wing at the front support casting over all its area and also at the rear spigot. Check that the clearance of tank fairing to wing at area B is between .03" and .18" clear.

If it is not, this can be obtained by adjusting with the washers provided at the rear spigot. (See sketch 2)

- 4) Select hard rubber strips to fill the gaps at area B. and check that the sponge rubber can be fitted without affecting the fit of the tank to the wing.
- 5) Remove and fit hard rubber at Area B and sponge rubber at Area A using Bostik B, care being taken that no adhesive is left on the surface contacting the wing.
- 6) Sprinkle all rubbers with french chalk and re-assemble tank to wing as in para 2 above.

COMPILED BY

APPROVED.

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 105



DATE 26.10.48.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION SUB HEADING 18 WING ASSEMBLY.

MODIFIED WHEEL DOOR MECHANISM - INTRO. VAMPIRE MKS. F.1 and F.3 only.

Class. C.3.

A.M. Mod. No. Vampire. 567.

This modification repositions the pick up position on wing rib No.5 for the spring strut of the main wheel door mechanism in order to improve the reaction of the wheel doors when drop tanks are carried, thus obviating an operational restriction caused by turbulence between the drop tanks and the doors.

SUB HEADING 4 CONTROLS, FLYING.

20 LB ELEVATOR INERTIA WEIGHT - INTRO. VAMPIRE MK. F.3.

Class. B.2.

A.M. Mod. No. Vampire. 610.

This modification introduces a 20 lb elevator weight in order to improve the stability of the aircraft.

SUB HEADING 7 FUSELAGE ASSEMBLY.

ADDITIONAL BALLAST IN NOSE - INTRO. Vampire F.MK.3.

Class. B.2.

A.M. Mod. No. Vampire. 611.

This modification introduces four extra lead ballast weight, with an aggregate weight of 45 lbs in the nose of the aircraft, three port and one starboard bolted to the nose skin, to improve stability of the aircraft.

Con.....

SUB HEADING 23 INSTRUMENTS.

TO REPOSITION THE UNDERCARRIAGE WARNING
LIGHT INDICATOR - INTRO.
VAMPIRE MKS. 3 and 5.

Class. B.2.

A.M. Mod. No. Vampire. 423

Further to Technical News Sheet No. V-88, included herewith is Amendment No.1 to the above modification.

SUB HEADING 7 FUSELAGE ASSEMBLY.

TO REINFORCE THE CANOPY REAR FAIRING - INTRO.
VAMPIRE MKS. 1, 2, 3.

Class. B.2.

A.M. Mod. No. Vampire. 224

Further to Technical News Sheets Nos. V. 164, 183, 19 & 62, included herewith is Amendment No. 2 to Issue.3. to the above modification.

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TECHNICAL NEWS SHEET

SERIES V No 106



DATE 26.10.48

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 12 FUEL SYSTEM

METHOD OF ASSEMBLING DROP TANKS TO WING

There have been cases reported from Service Stations of failure to fit Drop Tanks to Vampire Mk 3 Wings. This has been investigated and has been found due to incorrect fitment.

The attached instruction sheet R.OO.P.3 has therefore, been prepared and issued for the guidance of all concerned. This information will, in due course, be included in the appropriate Handbooks.

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HATFIELD HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES V No. 107



DATE 2.11.48.

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

VAMPIRE AIRFRAME. GENERAL CIRCULATION SUB HEADING 7 FUSELAGE ASSEMBLY.

- A. Servicing /Instruction/Vampire./9.
Insecurity of Engine Cowling.
- B. Vampire All Marks.
- C. Cases have been reported of the loss in flight of engine cowling panels attributed to incorrect adjustment of cowling fasteners (See A.P. 4099 Sect.5. Figure.1).
- D. 1. At next daily and at each subsequent Minor Servicing, examine, hook Pt. No. L.00104, on each fastener for signs of opening out; dimension $\frac{3}{8}$ " on Drg. No. R. 00L16 attached, is to be maintained within the appropriate limits.
2. (a) Each fastener must be adjusted by screwing or unscrewing hook, Pt. No. L.00104 on its rod so that it is just possible to disengage the hook from its link, by pulling the lever with the finger. The hook must then be screwed onto the rod by one further turn so that the fastener can only be disengaged with slight leverage behind the lever with a small screwdriver. The use of levers or anything but the hand to force home is prohibited.
- (b) When all fasteners of an individual panel have been adjusted as above, a further check should be made by releasing and closing each fastener with all other fasteners closed.
3. At each daily carry out para. 2 (b) above
- E. Record on Form 700 and make appropriate entries on supplementary Sheet in Servicing Schedule.
- F. Reports required on Form 1022 only if hooks are found to exceed the limit of $\frac{3}{8}$ ".
- G. Nil.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 18 WING ASSEMBLY.

- (A) Special Technical Instruction/Vampire/12 - IFF Aerial - Failure of Securing Plate.
- (B) Vampire, All Marks.
- (C) Cases have been reported of the plate securing the I.F.F. aerial breaking up in flight. This has been traced as due to vibration set up by the securing 4BA screws working loose in the anchor nuts.
- (D) At the Next Daily Inspection check these screws for stiffness in the nut. This must be done by first slackening the screw with a screw-driver and then endeavouring to turn the screw with the fingers. If this can be done the anchor nut must be replaced.

NOTE The screw should only be slackened slightly with the screw-driver

- (E) Record on Form 701 (or Form 1125 as applicable)
- (F) Report defects on Form 1022
- (G) Nil.

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TECHNICAL NEWS SHEET

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DATE 15.11.48

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION. SUB HEADING 6 ENGINE INSTALLATION

H.T.S. BOLTS IN LIEU OF M.S. AT COWL RAIL STIRRUP - INTRO. SEA VAMPIRE MKS. 20 AND 21.

Class.C.3.

Sea
A.M. Mod. No./Vampire. P.P.24.

This modification introduces high tensil steel bolt in lieu of mild steel bolts at the cowl rail stirrup. The existing bolts have been found to become distorted and partially sheared.

SUB HEADING 6 ENGINE INSTALLATION H.T.S. BOLTS IN LIEU OF M.S. AT COWL RAIL STIRRUP - INTRO. VAMPIRE MKS. F.1, F.2. and F.3.

Class.C.3.

A.M. Mod. No. Vampire. PP.24.

This modification introduces high tensil steel bolt in lieu of mild steel bolts at the cowl rail stirrup. The existing bolts have been found to become distorted and partially sheared.

SUB HEADING 10 MISCELLANEOUS EQUIPMENT.

STOWAGE FOR SPARE GUNSIGHT FILAMENTS - INTRO. VAMPIRE I. F.3, FB.5.

Class C.3.

A.M. Mod. No. Vampire. 562

This modification is introduced in order to provide a new gun-sight filament stowage, the existing fitting having proved unsatisfactory. This Mod. is companion to Mod. No.32.

Con.....

DIVISION OF AIR FORCE

QUALITY CONTROL SECTION

SUB HEADING 10 MISCELLANEOUS EQUIPMENT.

TO DELETE SHOCK ABSORBER MOUNTINGS FROM R.I.
COMPASS TRANSMITTER MOUNTINGS
VAMPIRE MKS. I.3. and 5.

FOR THE FEDERAL BUREAU OF INVESTIGATION OF DEPARTMENT OF JUSTICE
FOR THE FEDERAL BUREAU OF INVESTIGATION OF DEPARTMENT OF JUSTICE
FOR THE FEDERAL BUREAU OF INVESTIGATION OF DEPARTMENT OF JUSTICE

Class. C.3. N.C.P.

A.M. Mod. No. Vampire. 603.

This modification deletes the shock absorber mounting for the R.I. Compass Transmitter and provides a rigid mounting in order to conform to the latest requirements.

SUB HEADING 10 MISCELLANEOUS EQUIPMENT.

GYRO GUNSIGHT RECORDER CAMERA - INTRO.

Class. B.2.

A.M. Mod. No. Vampire. 400

Further to Technical News Sheets Nos. V. 84, & 100, included herewith is Amendment No.2. to the above modification.

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DATE 1.12.48

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 12 FUEL SYSTEM.

- A. Special Technical Instruction/Vampire/13. Incorrect location of split pin hole in plunger locking lever on Tecalimit fuel filters.
- B. All Vampire and Sea Vampire Aircraft.
- C. Cases have been reported of the base of Tecalimit fuel filters turning from the locked to unlocked position with the plunger locking pin and safety pin in position, due to the incorrect location of the safety pin hole, which permits the plunger locking pin to be depressed by vibration.
- D. At the next Daily servicing, inspect filters and ascertain if any gap exists between the safety pin in the plunger locking pin and the top of the plunger locking pin housing, where any gaps found, a plain washer must be fitted between the safety pin and the top of the locking pin housing. On correctly drilled plunger locking pins there should be just sufficient room to insert the safety pin.
- E. Record on Form 701 (Or 1125 as applicable).
- F. Nil.
- G. The drawing dimension tolerances have been reduced by Messrs Tecalimit and all filters now in production will be rectified.

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TECHNICAL NEWS SHEET

SERIES V

No 111



DATE 1st December.1948

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 12 FUEL SYSTEM.

- A. Special Technical Instruction/Vampire/14. Fuel Float Valve Assembly.
Part No. P.002545A - Corrosion.
- B. All Vampire and Sea Vampire Aircraft.
- C. Cases have been reported of the fuel float valve assembly, Part No. P.002545A being corroded, causing the valve to stick. The Defect is attributed to the aircraft being left for periods with the tank NOT filled.
- D. As soon as possible, not later than next MINOR Servicing the float valve assembly is to be examined through the tank filler orifice and, if corrosion is present, the assembly is to be removed and replaced by a serviceable Item, Ref. 26FC/3651. If no corrosion is evident no further action is required provided the tanks are kept filled, but if tanks are to be left unfilled for any period, the float assembly is to be liberally coated with oil (Intava 620).
- E. Record on Form 701 (or 1125 as applicable).
- F. Report defects on Form 122 (A.21 RV).
- G. Modification Vampire/658 is being introduced.

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TECHNICAL NEWS SHEET

SERIES V No 112



DATE 3.12.48

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

VAMPIRE AIRFRAME. GENERAL CIRCULATION
SUB HEADING 10 MISCELLANEOUS EQUIPMENT.

FRAYING OF PILOTS SAFETY HARNESS

The following is a copy of Postagram received from R.D.A. Defects. Telegram 1155 Vampire THS/8849/46.

Vampire Aircraft all Marks stop number of cases reported of fraying of Pilots safety harness anchorage cable at point where cable passes through armour plate behind pilots stop attention of all concerned to be drawn to need for careful examination of cables for fraying in the area when carrying out routine servicing as called for in the relevant servicing schedules stop defect under investigation.

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TECHNICAL NEWS SHEET

SERIES V No 113



DATE 6.12.48.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION SUB HEADING 4 CONTROLS, FLYING.

Servicing Instruction/Vampire/7A (amending SI/Vampire/7)

Rudder and elevator Pulleys - Locking due to ingress of foreign Matter.

It has now been decided that, pending the introduction of Modification Vampire 607, certain of the holes in the rudder and elevator pulleys shall be filled with Gypson Moulding Plaster.

SI/Vampire/7 is therefore to be amended as follows:-

Paragraph D. - Note 2: Delete: last sentence "Where aircraft are received in this condition the above inspection is still to be carried out DAILY".

Insert: "Action is being taken to obtain supplies of Pattern Shop Hydrocal Gypson Plaster and all aircraft are to have the holes quoted above filled as soon as possible, not later than next MINOR Servicing after receipt of the Plaster. The inspection for presence of foreign matter and for security of the fillings is to be continued Daily".

A satisfactory "mix" is one part water to four parts Hydrocal Gypson Plaster, which can be "worked" for about 15 minutes before drying out. Only a small quantity should be mixed at one time and Units are to demand quantities required, based on $\frac{1}{2}$ lbs. per aircraft, from P.S.C.O. 35 M.U. under Stores Ref. 33C/1166. This S.I. is to be quoted as authority.

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TECHNICAL NEWS SHEET

V 114
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ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 24. REPAIR SCHEME.

VAMPIRE ALL MARKS - FITTING OF OVERSIZE WING JOINT BOLTS.

INSTRUCTION FOR REMOVAL OF WINGS.

This leaflet defines the method to be adopted in extracting wing attachment bolts, when removing wings from fuselage.

To remove Wings:

Proceed with operations outlined in Item 12 Section 5 of Air Publication 4099C. Volume 1, up to and including paragraph 25.

At this stage, flood attachment bolts with a good penetrating oil, and allow to soak for about an hour.

The trestling should now be checked for correct alignment, before attempting to remove bolts. This is a very important point to watch, as any discrepancy will cause scoring of bolts. It can be checked by trying to turn the bolts without any undue pressure, and adjustments should be made until this is obtained.

When satisfactory alignment has been achieved, remove bolts, taking care not to disturb the wing, and using spanner Part No. 700390 and bolt extractor Part No. 700175, for joints A and B, and extractor Part. No. 70093 for drag-joint C.

NOTE: It is important that the same operator remains on the wing to check the top bolt for freedom (Joint A) and to remove the bolt, and that he should remain in one position. Continue with paragraph 27 in Handbook.

To replace wing. Offer up the wing to the fuselage, and line up the holes. Any discrepancy in alignment can be felt with the fingers, and can be corrected by adjusting the wing and fuselage trestles.

As when removing the wing, it is important not to disturb the wing after alignment has been obtained. Once again, to ensure this, it is important that the same operator remains on the wing to check the alignment of the top hole (Joint A) and to refit bolt, and that he should remain in one position throughout the operations.

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When re-assembling bolts, a suitable anti-seize grease must be used, it should be applied to both fittings and bolts.

Holes in Wing and Fuselage Attachment Fitting.

This leaflet describes a method to be adopted when, owing to scores in the holes due to partial seizing and fretting of the bolts inside, it is necessary to ream to an oversize (See Drawing R.OO.Y.37).

Preparation.

1. The work should be effected in the following order:-

- (i) The aircraft should have engine and wing removed with the fuselage suitably cradled. One wing should be left assembled to prevent the rotation of the fuselage and should be trestled. (See Drawing R.OO.Y.37) in diagram titled "cradling and trestling").
- (2) The detached wing should be trestled preferably on a trolley as shown on the above drawing.
- (3) Insert guide bush R.OO.Y.21 in hole to be reamed (see drawing R.OO.Y.37) Insert 1.005 in reamer in ratchet key. R.OO.Y.30 using special spanner R.OO.Y.39.
- (4). Station an operator on the wing where he should remain throughout the fitting. Offer up the wing to the fuselage, line up the hole to be reamed and check up with gauge, correcting the trestling of fuselage and wing until alignment is accurate.
- (5): Insert bolts in the two holes not being reamed.
- (6) Recheck alignment of holes. After alignment has been effected care should be taken to avoid disturbance and the operator (see 3) should keep seated or kneeling according to the position in which he elects to work.

Repair Drawing.

2. The following repair drawings will be needed to effect the necessary reaming:-

R.OO.Y.35A - Tool kit, Reamers R.OO.Y.17, R.OO.Y.18, R.OO.Y.19, R.OO.Y.20.

Guide bush R.OO.Y.21. Ratchet key R.OO.Y.30 Screwdriver R.OO.Y.34.

Special gauge spanner R.OO.Y.39, Plug gauges R.OO.Y.10-13.

R.OO.Y.37 - Instruction Sheet for reaming wing and fuselage joints 'A' and 'B'.

R.OO.Y.38 Label.

R.OO.D.60-62 Oversize pin wing attachment Joint 'A'

R.OO.D.63-65 " " " " Joint 'B'

R.OO.D.123 " " " " Joint 'A'.

Repair Instructions.

2.3 Effect the reaming as follows:-

- (i) Apply a heavy grade mineral oil to the reamer and inside the hole.

Con.....

- (2). Locate the reamer in the guide bush and rotate clockwise using the ratchet key and keeping the reamer well lubricated.
- (3) Withdraw the reamer while still rotating it clockwise and do not attempt to reverse this movement.
- (4) Examine hole to ascertain whether all scratches etc. have been removed. If still obvious continue the operation using the next oversize reamer.
- (5) When scores etc. have been completely removed test size of the hole with 'GO' and 'NO GO' plug gauges. If the 'GO' gauge is tight pass the reamer through the hole afresh.
- (6) Remove the guide bush, insert into reamed hole the appropriate oversize bolt. Insert guide bush in next hole to be reamed.
- (7) Line up as before and repeat operation at the second hole.
- (8) Attach wing to fuselage and then repeat the whole operation with the other wing if its attachment holes need reaming.
- (9) Fit labels R.OO.Y.38 to record the amount of reaming in the various holes.
- (10) Assemble the wings to the fuselage using the appropriate oversize bolts and an anti-seize grease in the process.
- (11) Make a suitable entry in the aircraft log book of the joints treated and the amount of the reaming in each case.

Estimate of requisite labour.

4. The repair outlined above will take approximately 40 man hours for the attachment holes of each wing. Four men will be needed to handle the wing into position and one man will be stationed on top of the wing (see sub para.3 para.1.) and another man will be needed to work under the wing to pass on the instructions from the operator on the top to the crew handling the wing.

Repair Material.

5. The tools and equipment necessary to effect the reaming will be found listed in Chapter 1. Part.3.

LIST OF OVERSIZE PINS, REAMERS AND PLUG GAUGES.

R.OO.D.60	Pin	Oversize	1.005"	Dia.	Joint 'A'.
R.OO.D.61.	"	"	1.010"	"	" "
R.OO.D.62	"	"	1.015"	"	" "
R.OO.D.123	"	"	1.020"	"	" "
R.OO.D.63	"	"	1.005"	"	" 'B'
R.OO.D.64	"	"	1.010"	"	" "
R.OO.D.65	"	"	1.015"	"	" "
R.OO.Y.17	Reamer		1.005"	"	
R.OO.Y.18	"		1.010"	"	
R.OO.Y.19	"		1.015"	"	

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R.00.Y.20	Reamer	1.020" Dia.
R.00.Y.10	Plug Gauge	
R.00.Y.11	" "	
R.00.Y.12	" "	
R.00.Y.13.	" "	

NOTE. Drawings Nos. R.00.D.60 - 2
R.00.D.63 - 5
R.00.D.123
R.00.Y.35A

are not issued with this Technical News Sheet.



TECHNICAL NEWS SHEET

V 115
SERIES _____ NO _____

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ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETINVAMPIRE AIRFRAME . GENERAL CIRCULATION
SUB HEADING 8 GENERAL.VAMPIRE/RDA/DEFECT/53B.Vampire 3 Aircraft - Goblin 2 Engine
Starting Difficulties

I am directed to refer to the difficulties being experienced with the starting of the Goblin 2 engine installed in Vampire 3 aircraft. The difficulties cause "wet Starts" which lead to serious buckling and distortion of the jet pipe, and the reduction of the clearance between the inner cone and the rear face of the turbine disc.

2. Investigation into the problem has shown that a large percentage of the "wet Starts" is attributable to one of, or a combination of the following defects:-

- (a) The starter valve does not function correctly.
- (b) The premature introduction of the third stage of the starting cycle.
- (c) The accumulators of the starter trolley are not fully charged.

Mal-Functioning of the Starter Valve.

3. Defects associated with the mal-functioning of the starter valves are as follows:-

- (a) The starter valve does not open at the recommended fuel pressure.
- (b) The plunger which locks the valve in the open position, fails to retract when the high pressure fuel cock is closed, and the valve remains in the open position when the engine is stopped.
- (c) Leakage of fuel when the valve is closed.

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4. Fuel Pressure and Valve Opening. It is essential that the starter valve is set to open the instant the fuel accumulator is fully charged. Premature opening of the starter valve means that the pressure of the fuel in the fuel gallery is insufficient to produce an ignitable spray at the burners and result in excessive wet fuel in the combustion chambers. Delayed opening of the valve reduces the overall time for the 3rd starting phase and results in poor acceleration of the engine, accompanied by overfuelling. This produces a long visible flame and high jet pipe temperatures.
5. Adjustment of Starter Valve. The fully charged position of the fuel accumulator can be checked by inserting a steel rod through the drain hole until it touches the accumulator piston. The outward movement of the rod during a check start will indicate the piston travel which should be 1.57 inches for the discharged to the charged position. With the starter valve and fuel accumulators timed to work in unison a momentary pressure of 22-24 P.S.I. will be recorded on a suitable gauge connected to the burner ring manifold at No.3. burner position.
6. The Locking Plunger. The object of fitting a mechanical lock was to ensure that the valve remained open under low fuel pressure conditions, i.e., at high altitudes and at low R.P.M. Modification Goblin 223 introduced a Minimum Fuel Pressure Valve, which limited the minimum pressure in order to prevent the burners blowing out; this valve obviates the need for the mechanical lock. Manufacturers have recently been investigating the possibility of removing the mechanical lock completely and a modification to this effect is at present under development. In the meantime, adjustment of the Bowden control to ensure the correct operation of the lock is detailed in S.T.I./GOBLIN/4.
7. Leaking Valves. Modification Goblin No. 263 introduces a diaphragm for the starter valve of improved material which minimises possibility of fuel leaks.
8. Third Stage of Starting Cycle. Modification Vampire No. 489 provides for a manually operated switch, for the introduction of the third stage of the starting cycle. The moment at which to operate this switch is critical, and has considerable effect on the starting of the engine. The switch should not be operated until the burners are fully alight which is shown by the obvious rise in temperature indicated on the jet pipe temperature gauge. This normally takes 20 seconds after the release of the starter push button. The premature operation of the auxiliary starting switch results in the engine being accelerated too soon and an increased volume of air being passed through the engine before the "light up" is fully established. This tends to delay the "light up" and causes excess fuel to accumulate in the engine and the jet pipe. Automatic introduction of the commencement of the third phase of the starting cycle is under consideration, and will be the subject of a modification at a later date.
9. Faulty Starting Equipment. Before starting the engine, the condition of the batteries in the starter trolley is to be checked by applying a heavy discharge tester (5G/445) to the plug end of the starter lead. If the voltage under load is less than the desired amount, the trolley is not fit to use. Instructions for using the heavy discharge tester is laid down in A.P. 1095G, Volume, I. Section 4, Chap. 16.
10. In conclusion, I am to request that all difficulties experienced with the starting of Goblin engines are to be reported to Eng.3, Dof Eng. Air Ministry with the minimum of delay.

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TECHNICAL NEWS SHEET

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DATE 10.12.48

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 18 WING ASSEMBLY.

Special Technical Instruction/Vampire/12A
(Amending STI/Vampire/12).

I.F.F. Aerial - Failure of Securing Plate

Special Technical Instruction/Vampire/12 is to be amended as follows:-

Paragraph - delete existing paragraph (B) and insert new paragraph (B).

"Vampire Marks 3 and 5".

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SUB HEADING 12 FUEL SYSTEM.

Special Technical Instruction/Vampire/14A.
(Amending S.T.I./Vampire/14).

FUEL FLOAT VALVE ASSEMBLY PART NO. P.C02545A - Corrosion.

Special Technical Instruction/Vampire/14 is to be amended as follows:-

Para. B. Delete existing para. (B) insert new para. (B).
"Vampire Marks 3 and 5. Sea Vampire Mark 20,".

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TECHNICAL NEWS SHEET

V 117
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ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
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VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 12 FUEL SYSTEM

ACCURACY OF FUEL GAUGES.
VAMPIRE MKS. 3.5.6. etc.

Ground calibration tests recently made in connection with improvements in the accuracy of fuel gauge readings have shown that there is an appreciable amount of fuel left in the aircraft wing fuel tanks which is not available to the engine.

The following table shows the amount of this unusable fuel in level flight.

Speed and incidence range	Unusable fuel Gallons.
Cruising and Highspeed (0° to $+5^{\circ}$)	20
Lowspeed (around $+8^{\circ}$)	35

It is most important therefore that these quantities of unusable fuel should be allowed for in planning any long range flight.

Total fuel contents of aircraft (less drop tanks) is still 330 galls. as quoted in all publications etc.

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SUB HEADING 12 FUEL SYSTEM.

TECALEMIT FILTER

A case has occurred of the failure of the Tecalemit Filter Element Container Locking Device, enabling it to be possible to rotate the element container after the adjustable locking stop had been operated to the locked position.

In future production of the Filter the present pin will be replaced by a screwed plug and accompanying this Bulletin is Repair Sketch No. R.00L.17 which shows how the defective filter may be repaired.

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OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 12 FUEL SYSTEM

FLEXIBLE FUEL TANKS - SEEPAGE OF FUEL VAMPIRE MKS 3 and 5 aircraft

Owing to the searching nature of Kerosene fuel, and despite severe pressure and other test conditions, it has been found that a seepage of fuel persists from the flanged joint areas of inter tank connections, or the fuel gauge potentiometer housings. This seepage can be observed on the under surface of the wings, along the front spar adjacent to the tank door edges (e.g. at the jacking pad position), or around the edge of the potentiometer access doors.

With some exceptions the seepage is only visible after aircraft have been stranding with fuel in the tanks for three to four months, and at first may only be visible against the aluminium pigmented surface, on close inspection with the eye sighting closely along the skin line when the seepage may appear as follows:-

- it may either (i) remain wet and spread without losing its wet appearance
or (ii) spread so slowly as to appear to be drying up and ceasing in the process.

Case (i) May occur within a short period of the contractor's flight tests and indicates some rapid influence on the flanged joint affected. On removal of the door concerned, a drop of fuel will be seen on one, two or three of the 2 BA flange securing bolts. It will be found that the nuts on these bolts or studs can be moved, using little force, through one eighth to three eighths of a turn (one eighth is common). Using the same pressure all the others should be tried and will usually prove to resist the small load applied. Following this, all the nuts may be tightened one eighth of a turn - in the accepted fashion, of taking diametrically opposed nuts, etc.
(N.B.) As these nuts have been initially tightened to a pre-determined load with a special key great care must be taken when tightening as above. A tubular box spanner with a $1\frac{3}{4}$ " diameter screw-driver type handle would give all the leverage required).

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V.118 (Con.....)

Sheet 2

Case (ii) May occur at a later date and will require the same treatment in lesser degree.

Care should be taken to ensure that any wetness is "creeping". Anything in the nature of a drip, falling however slowly, would most likely be due to an ordinary fuel hose joint leak.

Obviously not all the seepage loss proceeds to the skin plating. Some may at the same time be permeating the sorbo covering of the tank, round the joint and towards the lowest point of the tank. Some indication of this may be felt by running the hand along the tank covering which should be like dry rough "shark's skin" to the touch. Seepage causes the doped glass fibre covering to lose some of this harshness; it becomes slightly tacky and eventually slimy from the effect of the kerosene on the adhesive used.

When this is extensive, the inner sorbo cover will become saturated and the whole covering will eventually sag from the plastic tank wall.

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TECHNICAL NEWS SHEET

V SERIES _____ 119 No. _____



DATE 19.1.49

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 11 ELECTRICAL INSTALLATION

TO CORRECT ERROR IN WIRING AT BOMB NOSE AND
TAIL FUSING SWITCHES - INTRO.
VAMPIRE MKS. 5.

Class. B.2. N.C.P.

A.M. Mod. No. Vampire. 628

This modification corrects the wiring at the bomb nose and tail fusing as previously the leads were crossed in junction box.1. causing fusing to be reversed.

SUB HEADING 1 ARMAMENT.

MK.4B GYRO GUNSIGHT IN LIEU OF THE MK.2D
SERIES 3 * - INTRO.
VAMPIRE MKS.F.1, F.3, AND FB.5.

Class. C.3. N.C.P.

A.M. Mod. No. Vampire. 653

This modification introduces the Mk. 4B gyro gunsight in lieu of the Mk.2D series 3 *. The Mk.4B gunsight was actually introduced, in the first instance, by Mod. Vampire 32 but at that time the Mk. 4B gunsight was not available and although the production drawings all call for the fitment of this type of gunsight permission was given for the installation of the Mk.2D series 3 * gunsight together with either control box type B. MK. 5 (Stores Ref. 8B/2670) or control unit type B. MK.6. (Stores Ref. 8B/2716).

As the Mk. 4B gunsight is now becoming available it is desired that it be installed together with the correct control unit type B Mk.6 in lieu of the MK.2D series 3 * gunsight, which is to be removed together with the control unit type B.MK.5. This is especially essential when the gyro gunsight recorder is to be installed. This leaflet details all work involved in the changeover.

Con.....

SUB HEADING 11 ELECTRICAL INSTALLATIONTWO-WAY BOMB DISTRIBUTOR - INTRO.VAMPIRE MK. FB.5.Class B.2.A.M. Mod. No. Vampire. 556

This modification introduces a two-way bomb distributor as requested at the final conference.

SUB HEADING 11 ELECTRICAL INSTALLATIONSTOWAGE FOR SPARE GUNSIGHT FILAMENT -INTRO.SEA VAMPIRE.F.20.Class.C.3.A.M. Mod. No. Sea Vampire.562

This modification is introduced in order to provide a new gunsight filament stowage the existing fitting having proved unsatisfactory. This mod. is companion to Mod. No.32.

SUB HEADING 10 MISCELLANEOUS EQUIPMENT.STOWAGE FOR PILOTS NOTES - INTRO.VAMPIRE 1, F.3, FB.5.Class. C.3.A.M. Mod. No. Vampire. 620

This modification introduces a stowage in the cockpit for the Pilots Notes to conform with A.M.O.S. requirements.

SUB HEADING 11 ELECTRICAL INSTALLATIONSUB HEADING 16 UNDERCARRIAGE:TO RERUN CABLE ON U/C WHEEL DOOR.VAMPIRE MK.1, 3 and 5.Class. C.3. N.C.P.A.M. Mod. No. Vampire. 652

This modification introduces a modified run of the cable to the micro switch for the undercarriage wheel door to eliminate fouling by the tyre when the wheels are in the retracted position.

SUB HEADING 5 DECK LANDING AND ACCELERATING GEAR.STRENGTHENED PIVOT BOLT FOR 'A' FRAMEATTACHMENT - INTRO.SEA VAMPIRE MK. 20.MK.21.Class.B.2.A.M. Mod. No. Sea Vampire. 1027.

This modification introduces strengthened pivot bolts at the 'A' frame attachment as the existing bolts are found to bend in service, under extreme landing conditions,

Con.....

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SERIES V No 120



DATE Feb. 26. 1949.

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

VAMPIRE AIRFRAME. GENERAL CIRCULATION
SUB HEADING 16 UNDERCARRIAGE.

ALIGNMENT OF UNDERCARRIAGE RADIUS ROD.

During an investigation it has been found that A.P. 4099A Vol.1., Sect.4., Chap.3., Para. 17 instructs personnel to use a straight edge to line up the undercarriage Radius Rod. This is incorrect and the following amendment has been despatched to the Ministry for the Handbook:-

Delete existing para. 17 and substitute new para. 17 as follows:-

"Adjustment of stop bolt".

17. The stop bolt between the upper and lower links of the radius rod should be adjusted with the lock plate in the locked position. Adjust the stop bolt until the lock plate roller moves freely within the slot and ensure that the stop faces are in contact (fig.9/10). The points X,Y, and Z should now be in a straight line"
Delete existing figs. 9 and 10 of AP. 4099C and A respectively and substitute new figs. 9 and 10 enclosed herewith.

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TECHNICAL NEWS SHEET

SERIES V No. 121



DATE 14th. Feb. 1950.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION. SUB HEADING 12 FUEL SYSTEM.

Herewith copy of advance information of an S.T.I.:-

- (A) Special Technical Instruction/Vampire/-
Ineffective locking of tecalemit filter main body.
- (B) Vampire Aircraft Mks. 1.3.5. Sea Vampire. Mk.20.21.
- (C) Cases have been reported of the failure of the locking of Tecalemit filter, main body, due to either the stop pin in the filter head working out, or foot of the locking plunger able to move owing to eneffective rivetting, permitting the filter body to become detached.
- (D) At the next daily inspection, check for security of the filter main body by grasping the body firmly with the hands and endeavour to turn in an anti-clock wise and clockwise rotations. If no rotation in either direction of the filter body can be obtained the locking can be considered serviceable.
1. If however the filter body can be rotated in a clockwise rotation it will indicate that the stop pin in the filter head has worked out and does not protrude sufficiently on inside of the filter head, stop pin must be replaced in accordance but repair Drg. R.OOL.17. The replacement stop pins can be obtained on demand from Aviation Department Tecalemit Ltd. Great West Road. Brentford, Middlesex. Part. No. of modified Stop. 150128.
 2. If the filter body can be rotated in an anti-clockwise direction, this will indicate that the foot of the lock plunger bolt has become loose and should be modified in accordance with Tecalemit instructions.
- Demands on Tecalemit for replacement should be made. The following Pt.Nos. being quoted 100187, lock plunger 160087, spring and 134243 plunger foot, the bolt securing plunger foot to be securely rivetted over on assembly.
- (E) Record on Form 700 (or 1125 as applicable).

Con.....

(F) Nil.

(G) Modifications 21919 and 22796 refer and introduce the screwed type stop pin and modified lock plunger foot.

GENERAL

INT. SEC.

NEW PROD.

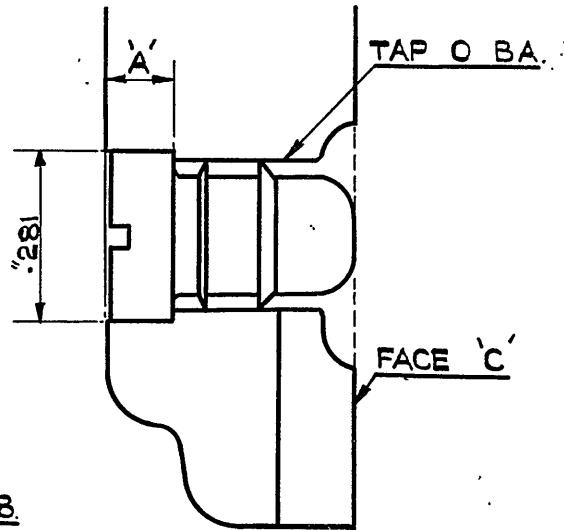
NEW PROD.

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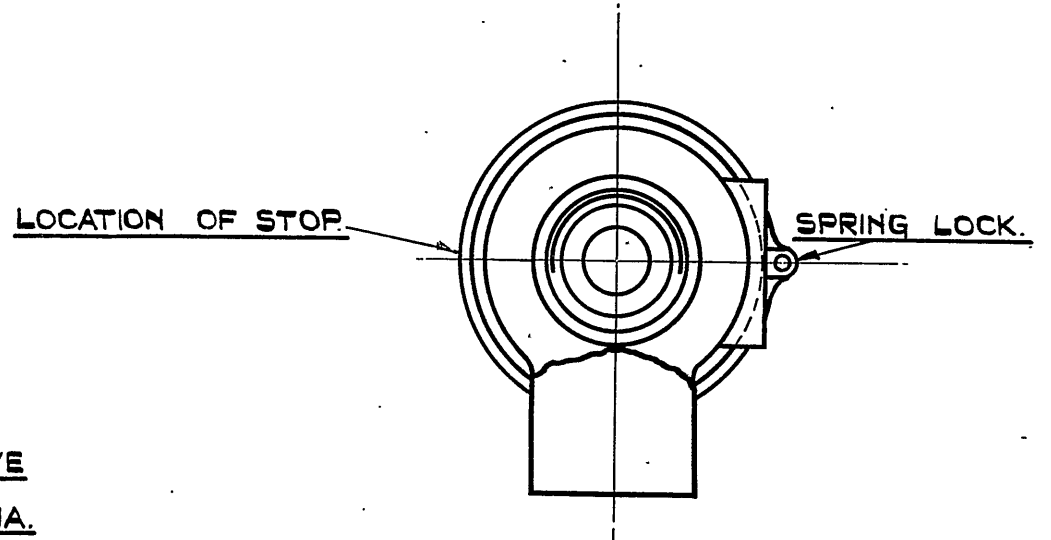
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APR 1994	
BANKS	

IN CASES WHERE THE FIXED STOP HAS FAILED
& ALLOWED ELEMENT CASE TO ROTATE, THIS
REPAIR IS TO BE CARRIED OUT THE FILTER WILL
THEN BE BROUGHT INTO LINE WITH NEW PRODUCTION.



TECALEMIT
SCREW STOP
DRG. NO 150128.



TAP EXISTING HOLE AS SHOWN ABOVE
THEN COUNTER-BORE 'A' TO 9/32 DIA.
UNTIL THE SCREW STOP END IS LEVEL
WITH FACE 'C'.

THE DE HAVILLAND AIRCRAFT CO LTD HATFIELD, HERTS.	M/C TYPE	M/C REG. NO	REPAIR TO :- <u>TECALEMIT FILTER.</u>	DR. BY.	APP. BY.	R. OOLIT
	<u>VAMPIRE.</u>			D.BANKS.	BANKS.	

D. E. HAVILLAND SERVICE

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TECHNICAL NEWS SHEET

SERIES V

№22



DATE 21.2.49.

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

VAMPIRE AIRFRAME. GENERAL CIRCULATION SUB HEADING 18 WING ASSEMBLY.

- A. Special Technical Instruction/Vampire/15
Incorrect bolts fitted in top and bottom rib attachment
plates Part. No. D.00543 top plate D.002986 L.H.D.002987 R.H. lower plates.
- B. Vampire aircraft Mks. 1, 3 and 5.
- C. During repair operations it has been discovered that the incorrect bolts have been used in the top and bottom pick-up attachment plates Part. No. D.00543, (top attachment plates), D.002986 - 7 (bottom attachment plates), of the trailing edge portion of Rib 1 at its joint to main portion, situated at joint of Rib 1 to false spar.

These attachment plates are to be found above and below the hole in rib 1 for the main control run. To get at the bolts it will be necessary to remove the engine cowling and lower the flaps.

- D. Not later than next Minor Servicing, remove bolts and check that the plain portion of the bolts in these top and bottom attachment plates is 0.3 inch. Important Part No. 3E is stamped on head of bolt indicating the 0.3" of plain bolt. This is not to be accepted that plain portion of bolt is correct length.

THE PLAIN LENGTH MUST BE MEASURED.

Where the plain length is less than 0.3 inch, new bolts Part No. 6A1-3E, Stores Ref. 28D/7000 are to be fitted, the plain length of the new bolts being checked before fitment.

- E. Record on Form 701 (or 1125 as applicable).
- F. Report all cases, where the plain length of the bolt is less than 0.3 inch by postagram to RDA (Defects), M. of S Millbank.
- G. Nil. Con.....

V.122 (Con.....)

Sheet.2.

SUB HEADING 12 FUEL SYSTEM.

Servicing Instruction/Vampire/8A
(Amending SI/Vampire/8)

Insecurity of mounting brackets L.H. and R.H. 26FC/1710
1711 and wear in the mounting front gun L.H. and R.H. inner
and outer groups 26FC/1712, 1708, 1706, and 1701.

In view of experience gained during trials on the front mounting units it has been decided that the limiting figures for the maximum wear shall be amended.

SI/Vampire/8 is therefore to be amended as follows:-

Paragraph (D) Sub-para. 2 (f), Delete existing figures and add new figures as shown below:-

".045".

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SERIES V

№ 123



DATE 18.2.49

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 16 UNDERCARRIAGE

- A. Special Technical Instruction/Vampire/16. Bolts $\frac{3}{8}$ " B.S.F. at top attachments of nosewheel stay tubes to bulkhead, found loose.
- B. Vampire Aircraft MKs. 1 and 3.
- C. Cases have been reported of the bolts $\frac{3}{8}$ " B. S.F. securing the nose wheel stay tubes, Part Numbers G.00295A and G.00286A to armour plate bulkhead having been found loose during servicing. Investigation has shown that there have been instances of batches of armour plate being found to be very slightly thinner than that called up on relevant drawing, which is 16 m/m.
- D. Not later than next Minor Servicing, jack-up nose wheel and check tightness of the $\frac{3}{8}$ " B.S.F. bolts securing the nose wheel stay tube to the armour plate bulkhead. Where necessary fit an additional washer, Part. No. AGS .160 F. Stores Ref. 28W/3074, under the nut.
- E. Record on Form 701 (or 1125 as applicable).
- F. Nil.
- G. Nil.

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TECHNICAL NEWS SHEET

SERIES V No. 24



DATE 22.2.49

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 14 SERVICES, AIRCRAFT

ADDITIONAL PRESSURE REDUCING VALVE (27G/2081)
IN FUEL DROP TANK TRANSFER SYSTEM - INTRO.
VAMPIRE F.3, FB.5.

Class. B.2.

A.M. Mod. No. Vampire. 591

This modification introduces an additional fuel pressure reducing valve to eliminate the possibility of the transfer system failing when one drop tank becomes empty, or develops a leak.

SUB HEADING 18 WING ASSEMBLY.

REDESIGNED INTERMEDIATE PORTION OF AIR
INTAKE DUCT - INTRO.
SEA VAMPIRE F. 20, F.21.

Class. C.4.

A.M. Mod. No. Sea Vampire. N.191.

This modification introduces a redesigned intermediate air duct, now made in two halves, so that when offering-up the wing to the fuselage, alignment difficulties experienced with the original duct, which often necessitated removing the engine., are obviated.

SUB HEADING 18 WING ASSEMBLY.

REDESIGNED INTERMEDIATE PORTION OF AIR
INTAKE DUCT - INTRO.
VAMPIRE 1, F.3, FB.5.

Class C.3.

A.M. Mod. No. Vampire.191.

This modification introduces a redesigned intermediate air duct, now made in two halves, so that when offering-up the wing to the fuselage, alignment difficulties experienced with the original duct, which often necessitated removing the engine, are obviated.

Con.....

SUB HEADING 19 GROUND EQUIPMENT.IMPROVED DESIGN AIRCRAFT COVERS - INTRO.
VAMPIRE MKS. F.1, F.3. AND PR.5.Class D.4.A.M. Mod. No. Vampire. 649.

This modification introduces redesigned covers to give better seal at cockpit sides and back, to eliminate the possibility of sand etc. Entering the air intakes, previously covers were secured to four eyebolts, which are now deleted giving improved airflow of wing during flight.

SUB HEADING I ARMAMENT.R.P. REMOVABLE PARTS - INTRODUCTION
VAMPIRE MK.V.Class S.O.O.A.M. Mod. No. Vampire. 386

Further to Technical News Sheet No. V. 82, included herewith is Amendment No.1. to the above modification

SUB HEADING 11 ELECTRICAL INSTALLATIONREPOSITIONING OF FUEL PRESSURE WARNING
LIGHT SWITCH - INTRO.
VAMPIRE MKS. 1 and 3.Class 4B.A.M. Mod. No. Vampire. 330.

Further to Technical News Sheet No. V. 59, included herewith is Amendment No.2. to the above modification.

SUB HEADING 4 CONTROLS, FLYING.REINFORCING BRACKET IN ELEVATOR TRIM
TAB SPAR - INTRO.
VAMPIRE MK. 3.Class B.3.A.M. Mod. No. Vampire. 512.

Further to Technical News Sheet No. V. 84, included herewith is Amendment No.1 to the above modification.

SUB HEADING 7 ARMAMENT.MK 4B GYRO GUNSIGHT IN LIEU OF THE MK 2D
Series 3 x - Intro.
VAMPIRE MKS. F.1, F.3, and FB.5.Class D.3.A.M. Mod. No. Vampire. 653.

Further to Technical News Sheet No. V. 129, included herewith is Amendment No.1. to the above modification.

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TECHNICAL NEWS SHEET

SERIES VNo 125DATE 10.3.49.ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 3 GENERAL.

Ground Running of Turbine Engines-
Safety Precautions.

Further to our signal 9705 dated 11.1.49, the following copy of AMO(A)/642/47 is forwarded for your information and action where necessary:

FLYING AND OPERATIONAL.

A.462. Ground Running of Turbine Engines - Safety Precautions.

1. Accidents have occurred owing to carelessness or ignorance of the dangers which exist during the ground running of turbine engines. These accidents have resulted both in injuries to personnel and damage to aircraft.
2. Accordingly C.O.s are to ensure that the precautions detailed in this order are promulgated through the medium of station orders and unit servicing orders.
3. General precautions:- All personnel are to be warned of the danger of approaching close to a turbine engined aircraft while ground running is in progress, as headgear, paper or other articles within approximately five yards of the front of the engines are liable to be drawn into the air intake(s). Attention is also to be drawn to the fact that it is possible to approach a running turbine engine from an angle at which the noise is comparatively inaudible due to the sound of high frequency and directional. This danger particularly concerns M.T. drivers, as the noise from M.T. vehicles makes it difficult for them to determine whether or not turbine engines are running. M.T. drivers are, therefore, to be warned to exercise care in approaching turbine engined aircraft.
4. Precautions to be observed when ground running turbine engines. Before starting a turbine engined aircraft, the pilot or tradesman concerned is to ensure that -

P.T.O.

- (a) no personnel are within five yards of the air intake(s);
- (b) the ground immediately in front of the aircraft is free from scraps of paper, small stones and other light articles liable to be drawn into the air intake(s);
- (c) the aircraft is positioned so that the jet is not directed towards any building or other aircraft within a distance of 100 yards. This is necessary as the heat of the exhaust "wako" and the stones blown up from the ground by it may cause damage.
- (d) the aircraft is headed as nearly as possible into wind to prevent hot gases re-entering the air intake(s), thereby causing overheating;
- (e) the aircraft is standing on concrete. Where concrete standings are not available, the aircraft is to be started and run standing on grass. (The running of turbine engined aircraft standing on tarmac surfaces is to be avoided).
- (f) debris guards are fitted, where provided. These are to be removed immediately prior to taxiing.

5. During the ground running of a turbine engine, the pilot or tradesman in the cockpit is to watch for personnel or M.T. vehicles which may pass close to the front of the aircraft. Should this occur, the engine is to be throttled back immediately.

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NOTE : This is not intended to supersede any other instructions on the matter which may have previously been issued officially by the Ministry of Supply to any of the recipients.

SUB HEADING 18 WING ASSEMBLY.

SPECIAL BOLT TANK STRAPS

Where 290530 Special Bolt is called up - in future A.S. 2426 may be used in lieu, in accordance with our D.O.I. No. 13079.

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Please amend V.121, heading to read:-

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 12 FUEL SYSTEM.

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TECHNICAL NEWS SHEET

V SERIES _____ 126 No _____



14th March. 1949
DATE _____

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

VAMPIRE AIRFRAME. GENERAL CIRCULATION SUB HEADING 7 FUSELAGE ASSEMBLY.

A. Servicing Instruction/Vampire/10.
Bending of fuselage ammunition door plungers, causing door to open in flight.

B. Vampire aircraft Mks. 1,3, 5. Sea Vampire. 20 and 21.

C. Cases have occurred of the fuselage ammunition door lock plungers bending, resulting in the door opening in flight causing damage to cockpit canopy, which is considered a danger to the pilot.

D. (i) At the next daily servicing and subsequent minor servicing periods, examine lock plungers Stores Ref. 26BY/7961, for bending. To check for possible bending, proceed as follows:-

With ammunition door open, place the locks in the "Locked" position. (i.e., lock plungers protruding.) and with a steel straight edge placed parallel along the lock plunger check for bending by inserting feeler gauge between lock plunger and straight edge. Where a .010 feeler can be inserted, the bend in the lock plunger must be considered sufficient to render the lock unserviceable. Replace with new lock.

(ii) Action as above is to be taken on all aircraft held by storage units.

(iii) All locks, Stores Ref. 26BY/7961, held at stock, are to be returned to the Master Provisioning Office, No. 25 M.U. for testing purposes.

E. Record on Form 700 and make appropriate entries in Supplementary Record Sheet in Servicing Schedules.

F. Nil.

G. Nil. As cause of bending of lock plunger is due to the plunger being below stress requirements of 28 tons per sq.in., stock has been checked and all lock plungers that are to these stress requirements are indicated by a letter "T" being stamped adjacent to the Part Number.

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Con.....

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 1 ARMAMENT.

Release of aircraft for Service Use Removal of Restriction
Vampire FB. MK. 5 - RP Installation.

Para 3 b (vi) of Release Notice of even reference, dated 11th September, 1948 is hereby amended as follows:-

(a) Delete the words "for training purposes".

(b) After "8-x 60 lb. RP" add "or 8-x 25 lb. RP".

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TECHNICAL NEWS SHEET

SERIES V

NO. 127



DATE 18.3.49

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION SUB HEADING 4 CONTROLS, FLYING.

MODIFIED INSPECTION DOOR FORAILERON

INNER HINGE - INTRO.

SEA VAMPIRE MKS. 20.21.

Class. D.4.

A.M. Mod. No. Sea Vampire.669

This modification introduces a redesigned inspection door for the aileron inner hinge, to ensure that the inspection door does not foul the aileron.

SUB HEADING 10 MISCELLANEOUS EQUIPMENT

STOWAGE FOR PILOTS NOTES - INTRO.

SEA VAMPIRE F.20, F.21.

Class. C.3.

A.M. Mod. No. Sea Vampire. N.620

This modification introduces a stowage in the cockpit for the Pilots notes to conform with A.M.C.S. Requirements.

SUB HEADING 12 FUEL SYSTEM

ADDITIONAL PRESSURE REDUCING VALVE (27G/2081)

IN FUEL DROP TANK TRANSFER SYSTEM - INTRO.

SEA VAMPIRE F.20, F. 21.

Class B.2.

A.M. Mod. No. Sea Vampire. 591.

This modification introduces an additional fuel pressure-reducing valve to eliminate the possibility of the transfer system failing when one drop tank becomes empty, or develops a leak.

Con.....

SUB HEADING 24 REPAIR SCHEME.

SPECIAL INFORMATION LEAFLET.

FITMENT OF REPLACEMENT COCKPIT CANOPIES (PART NO. A.004885A/1)

It has been reported that trouble may be experienced when fitting a replacement canopy (Part No. A.004885A/1 Ref Only) to any of the above aircraft marks due to the tolerances allowed during production. This leaflet is being issued to instruct the service how to overcome the defect.

SUB HEADING 24 REPAIR SCHEME

SPECIAL INFORMATION LEAFLET

FITMENT OF REPLACEMENT COCKPIT CANOPIES (PART NO. A.004885A/1)

VAMPIRE MKS. F.1 F.3. GAF.5. GAF.6.

It has been reported that trouble may be experienced when fitting a replacement canopy (Part No. A.004885A/1) Ref. Only) to any of the above aircraft marks due to the tolerances allowed during production. This leaflet is being issued to instruct the service how to overcome the defect.

SUB HEADING 10 MISCELLANEOUS EQUIPMENT

MODIFIED DECK HOOK DAMPER STRUT, AIR.41438

WITH INCREASED TRAVEL - INTRO.

SEA VAMPIRE MK.20 21.

Class. B.2.

A.M. Mod. No. Sea Vampire. 1028

TO BE EMBODIED CONCURRENTLY
WITH MOD. SEA VAMPIRE.1027

Class. B.2. This modification introduces a new damper strut with increased travel to obviate non-pickup of deck arrestor wires, as experienced with the existing arrangements.

SUB HEADING 1 CONTROLS.FLYING.

STRENGTHENED ATTACHMENT BRACKET FOR 13 Lbs. INTERIA WEIGHT - INTRO.

VAMPIRE MK. I.

Class B.2.

A.M. Mod. No. Vampire. 355

Further to Technical News Sheets Nos. V. 44 & 48, included herewith is Amendment No.2. to the above modification.

Con.....

Sheet. 3.

SUB HEADING 18 WING ASSEMBLY.

MODIFIED WHEEL DOOR MECHANISM - INTRO.
VAMPIRE MKS. F.1 AND F.3 ONLY.

Class. C.3.

A.M. Mod. No. Vampire 567

Further to Technical News Sheet No. V.105, included herewith is Amendment No.1 to the above modification.

SUB HEADING 18 WING ASSEMBLY.

ACCESS DOOR IN INNER WING TANK DOORS - INTRO.
VAMPIRE F.1 & I.

Class 2B.

A.M. Mod. No. Vampire.268

Further to Technical News Sheet No. V.62, included herewith is Amendment No.1. to the above modification.

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TECHNICAL NEWS SHEET

SERIES V

№ 28



DATE 23.3.49

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION SUB HEADING 7 FUSLLAGE ASSEMBLY.

- A. Special Technical Instruction/Vampire/17
Windscreen main and side panels. Dry Air System failing to operate
- B. Vampire aircraft - All marks having sandwich windscreen with Modification Vampire/392 incorporated.
- C. It is suspected that recent failures of sandwich type windscreens have been caused by the Schrader Valve in the vent line not being depressed, thereby restricting the flow of air in the air space between the panels, thus causing excessive pressure when the aircraft is flown at high altitude.
- D. At the next Daily Servicing disconnect the tubes from the schrader valves by unscrewing the knurled caps. Remove and discard the valve cores and with the tang end of a file or other suitable means, damage the threads to the valve stems, so that the core cannot be refitted. (Care must be taken not to strain the Schrader valve in the panels). Break off the small bridge pieces in union nuts on end of tube fittings and re-assemble tubes to valve stems in windscreen panels.
- E. Record on Form 701 (or 1125 as applicable).
- F. Nil.
- G. Note added to relevant drawing calling for the removal of the core.
Drg. amendment A.S. 463 refers.

Con.....

SUB HEADING 7 FUSELAGE ASSEMBLY.

- A. Special Technical Instruction/Vampire/18.
Gun Firing Circuit Cables GF. 4 & 6 Ref: 5E/1348 - Defective Insulation
- B. Vampire aircraft MK. 1,3,5,
- C. Cases have been reported of defective rubber insulation of the gun firing electrical circuit cables, Nos. GF.4 and GF.6. Stores Ref. 5E/1348. This results in a risk of shorts to earth rendering the master relay ineffective with the possibility of guns being fired inadvertently on the ground.
- D. At the next Daily Star (Weekly) Servicing examine the gun firing circuit cables situated in the starboard side of the gun bay between bulkheads numbers 2 and 3, for signs of deterioration of rubber insulation, and subject cables to megger test. Replace by new cables as necessary.
- E. Record on Form 701 (or 1125 as applicable).
- F. Nil.
- G. Nil - defective batch of cables withdrawn from production line.

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

VAMPIRE AIRFRAME. GENERAL CIRCULATION
SUB HEADING 7 FUSELAGE ASSEMBLY.

CATAPULTING HEADREST - INTRO.
SEA VAMPIRE MK. F 21.

Class. B.2.

A.M. Mod. No. Sea Vampire. 1025

This modification introduces a headrest to support the pilot's head during catapulting operations, in order to conform with a standing Naval requirement.

SUB HEADING 16 UNDERCARRIAGE.

IMPROVEMENT TO TELEFLEX WHEEL DOOR LOCK CONTROLS - INTRO.
SEA VAMPIRE MK. F.20.

Class. C.3.

A.M. Mod. No. Sea Vampire. 520

This modification introduces improvement in the wheel door lock controls as difficulty has been experienced in fitting the wheel door lock due to the bolt plate being rivetted in position.

SUB HEADING 10 MISCELLANEOUS EQUIPMENT.

TO DELETE SHOCK ABSORBER MOUNTING FROM R.I.
COMPASS TRANSMITTER MOUNTINGS.
SEA VAMPIRE MKS. F.20 and F.21.

Class. C.3.

A.M. Mod. No. Sea Vampire. 603.

This modification deletes the shock absorber mounting for the R.I. compass transmitter and provides a rigid mounting in order to conform to the latest requirements.

Con.....

SUB HEADING 19 GROUND EQUIPMENT.

IMPROVED DESIGN AIRCRAFT COVERS - INTRO.
SEA VAMPIRE Mks. F.20 and F.21.

Class. D.4.

A.M. Mod. No. Sea Vampire.649

This modification introduces redesigned covers to give better seal at cockpit sides and back, to eliminate the possibility of sand etc. entering the air intakes, previously covers were secured to four eyebolts, which are now deleted giving improved airflow of wing during flight.

SUB HEADING 4 CONTROLS. FLYING.

20 lb. ELEVATOR INERTIA WEIGHT - INTRO.

Class. B.2.

A.M. Mod. Sea Vampire. 610

This modification introduces a 20 lb elevator inertia weight in order to improve the stability of the aircraft.

SUB HEADING 1 ARMAMENT.

MK.4B GYRO GUNSIGHT IN LIEU OF THE MK 2D SERIES 3 X - INTRO.
SEA VAMPIRE MK. 20.

B.2. Class.

A.M. Mod. No. Sea Vampire. 653

This modification introduces the MK 4B gyro gunsight in lieu of the MK2D series 3 X the MK 4B gunsight was actually introduced, in the first instance, by Mod. Vampire 32 but at that time the MK. 4B gunsight was not available and although the production drawings all call for the fitment of this type of gunsight, permission was given for the installation of the MK.2D Series 3 X gunsight together with either control unit.

Type B. MK.5 (Stores Ref 8B/2670) or control unit type B.MK. 6. (Stores Ref 8B/2716). As the MK 4B gunsight is now becoming available it is desired that it be installed together with the correct control unit type B.MK.6. in lieu of the MK.2D Series 3 X gunsight, which is to be removed together with the control unit type B.MK.5. This is especially essential when the gyro gunsight recorder is to be installed. This leaflet details all work involved in the change over.

SUB HEADING 6 ENGINE INSTALLATION

GYRO GUNSIGHT RECORDER CAMERA - INTRO.
VAMPIRE FB.5.

Class. B.2.

A.M. Mod. No. Vampire. 400

This modification introduces a gyro gunsight recorder camera to bring the aircraft into line with latest requirements.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION SUB HEADING 8 GENERAL.

Sea Vampire F.20.
Clearance of Limitations.
Deck Operation.
Extension of C.G. Range
High Altitude Gun Firing.

Further to Sea Vampire F. MK. 20 CS(A) Release to the Service dated 26th November 1948, permission is now given for:-

- (i) Deck Arresting.
- (ii) Increase in C.G. Range
- (iii) High Altitude Gun Firing.

2. This clearance of limitations is subject to the following:-

(i) Weight Limitations.

(a) The maximum permissible overload weight for free take-off and for flying subject to gentle manoeuvres is 12,700 lb.

(b) Except in an emergency the deck landing weight must not exceed 9,700 lb.

(ii) Handling Limitations.

The c.g. range is not to exceed the limitations of 4.56" to 8.18" aft of datum (undercarriage down)

(iii) Deck Landing.

(a) From undercarriage strength considerations, maximum deck landing weight is not to exceed 9,700 lb.

(b) Arrested landings must not be carried out with drop tanks in situ owing to the danger of the tanks fouling the arrester wires.

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- (c) Landing of Sea Vampire 20 with unmodified Activity arrestor gear at the recommended approach speed of 93 knots A.S.I. (96 knots T.A.S.) requires 36 knots wind speed over the deck. Higher approach speeds demand correspondingly higher wind speeds.
- (d) Landing into modified Activity arrestor gear permits an 8 knots decrease in the wind speed quoted above.
- (iv) Guns.

The gun installation may be operated irrespective of the normal fuel load, provided only that the c.g. of the aircraft remains within the approved limits - see para. 2 (ii). Guns may be fired up to maximum speed and at altitudes up to 45,000 ft. Attention is drawn to present overriding altitude limitation of 35,000 ft. pending cockpit hood trials. C.S. (A) release of 26.11.48 refers.

3. Essential Modifications.

This clearance of limitations is conditional on embodiment of the following essential modification :-

Arresting

No. 1027 "To introduce a strengthened pivot bolt for the "A" frame attachments".

4. Handling Instructions.

Pilot's Notes which are now in course of preparation will cover operation in accordance with this clearance, in the meantime reference may be made to A.P. 4099C - Pilot's Notes for Vampire F. MK.3.

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Sea Vampire F. MK.20.

Restricted Clearance of Limitations for H.M.S. Vengeance only Catapulting.

Further to Sea Vampire F. MK. 20 CS (A) Release to the Service dated 26th November, 1948, permission is now given for operation from H.M.S. VENGEANCE only for :-

Catapulting.

2. This clearance of limitations is subject to the following:-

(i) Weight Limitations

- (a) The maximum permissible overload weight for free or catapulted take-off, and for flying subject to gentle manoeuvres is. 12,700 lb.
- (b) Except in an emergency, the deck landing weight must not exceed
Con..... 9,700 lb.

(ii) Catapulting.

Clearance for catapulting is subject to the conditions given in the following R.A.E. Naval Aircraft Department Diagram:-

No. 1398 "Operating limitations for catapulting from B.H.3 (1) - (16), "COLOSSUS", "INDEFATIGABLE" and "ILLUSTRIOUS" class."

3. Essential Modifications.

Clearance for catapulting is conditional on embodiment of Modification Sea Vampire No. 1025 "To introduce catapulting headrest for pilot".

4. Handling Instructions.

Pilot's Notes, which are now in course of preparation, will cover operation in accordance with this clearance. In the meantime, reference may be made to A.P. 4099C "Pilot's Notes for Vampire F. MK.3".

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VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 6 ENGINE INSTALLATION

- A. Special Technical Instruction/Vampire/19
Tecalmit Filter Main Body - Ineffective Locking.
- B. Vampire Aircraft Mks. 1,3,5,
Sea Vampire Mks. 20, 21.
- C. Cases have been reported of insecurity of the main body of the tecalmit fuel filter, due either to the stop pin in the filter head working out, or to ineffective riveting of the bolt at the foot of the locking plunger.
- D. At next DAILY Servicing, the main body of the filter is to be examined for security, by grasping the body firmly with the hands, and endeavouring to rotate it in a clockwise and anti-clockwise direction.

If no rotation in either direction can be obtained, the locking of the filter body may be considered satisfactory.

If filter body can be rotated in a clockwise direction, this will indicate that the stop pin in the filter head has worked out and does not protrude sufficiently on the inside of the filter head. In this case the stop pin is to be replaced in accordance with repair drawing R. 00117 which was sent out on Technical News sheet V.117.

Rotation of the filter body in an anti-clockwise direction, will indicate that the foot of the lock plunger bolt has become loose. The end of the bolt securing the plunger foot is to be securely rivetted over.

NOTE: Where necessary the following replacement items may be obtained direct from "Aviation Dept., Tecalmit Ltd., Great West Road, Brentford, Middlesex". Requests for replacements must quote this S.T.I.

<u>Part No.</u>	<u>Item.</u>
150128	Stop Pin
100187	Lock Plunger
160087	Spring
134243	Plunger foot.

Con.....

E. Record on Form 701 (or 1125 as applicable).

F. Nil.

G. Modification 21919 and 22796 refer, introducing a screwed type stop pin and modified lock plunger foot.

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

VAMPIRE AIRFRAME. GENERAL CIRCULATION SUB HEADING 24. REPAIR SCHEME.

VAMPIRE ALL MARKS - WING ATTACHMENTS.

A Modification No. Vampire 696 (Class C.4 and on replacement) is being issued introducing new pins with adjusted limits and cadmium finish. Tests were carried out and pins have been successfully withdrawn with the holes up to .05" out of alignment without consequent scoring of either the pin or holes.

Therefore you are advised to fit the applicable new type pin in all cases where the unmodified pin is extracted.

The following is a copy of a repair leaflet which will be issued in due course for inclusion in AP. 4099 & 4269, Volume 2, Part.4. it supersedes the numbered paragraphs of the instructions contained in Technical News Sheet V. 114 dated 7.12.1948.

HOLES IN WING AND FUSELAGE ATTACHMENT FITTING.

This leaflet describes a method to be adopted when, owing to scores in the holes due to partial seizing and fretting of the bolts inside, it is necessary to ream to an oversize (See Drawing R.OO.Y.37).

Preparation

1. The work should be affected in the following order:-

(I) The aircraft should have engine and wing removed with the fuselage suitably cradled. One wing should be left assembled to prevent the rotation of the fuselage and should be trestled. (see drawing R.OO.Y.37 in diagram titled "cradling and trestling").

2) The detached wing should be trestled preferably on a trolley as shown on the above drawing.

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3. Insert guide bush R. 00.Y.21. in hole to be reamed (See drawing R.00.Y.37).
Insert 1.005 in. reamer in ratchet key R.00.Y.30 using special spanner R.00.Y.39.
4. Station an operator on the wing where he should remain throughout the fitting. Offer up the wing to the fuselage; line up the hole to be reamed and check up with gauge, correcting the trestling of fuselage and wing until alignment is accurate.
5. Insert bolts in the two holes not being reamed.
6. Recheck alignment of holes. After alignment has been effected care should be taken to avoid disturbance and the operator (see 3) should keep seated or kneeling according to the position in which he elects to work.

Repair Drawing.

2. The following repair drawings will be needed to effect the necessary reaming:-

R.00.Y.35A - Tool Kit, Reamers R.00.Y.17, R.00.Y.18, R.00.Y.19, R.00.Y.20,
Guide bush R.00.Y.21. Ratchet key R.00.Y.30, Srewdriver R.00.Y.34.
Special spanner R.00.Y.39, Plug gauges R.00.Y.10-13.
R.00.Y.37 Instruction Sheet for reaming wing and fuselage joints 'A' and 'B'.
R.00.Y.38 Label.
R.00.D.161-4 Oversize pin wing attachment Joint 'A'
R.00.D.165-7 " " " " Joint 'B'

Repair Instructions.

3. Effect the reaming as follows:-

- (i) Apply a heavy grade mineral oil to the reamer and inside the hole.
- (ii) Locate the reamer in the guide bush and rotate clockwise using the ratchet key and keeping the reamer well lubricated.
- (iii) Withdraw the reamer while still rotating it clockwise and do not attempt to reverse this movement.
- (iv) Examine hole to ascertain whether all scratches etc. have been removed. If still obvious continue the operation using the next oversize reamer.
- (v) When scores etc. have been completely removed test size of the hole with 'GO' and 'NO GO' plug gauges. If the 'GO' gauge is tight pass the reamer through the hole afresh.
- (vi) Remove the guide bush, insert into reamed hole and appropriate oversize bolt. Insert guide bush in next hole to be reamed.
- (vii) Line up as before and repeat operation at the second hole.
- (viii) Attach wing to fuselage and then repeat the whole operation with the other wing if its attachment holes need reaming.

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- (9) Fit labels R.00.Y.38 to record the amount of reaming in the various holes.
- (10) Assemble the wings to the fuselage using the appropriate oversize bolts and an anti-seize grease in the process.
- (11) Make a suitable entry in the aircraft log book of the joints treated and the amount of the reaming in each case.

Estimate of requisite labour.

4. The repair outlined above will take approximately 40 man hours for the attachment holes of each wing. Four men will be needed to handle the wing into position and one man will be stationed on top of the wing (see sub para.3 para.1) and another man will be needed to work under the wing to pass on the instructions from the operator on the top to the crew handling the wing.

Repair Material.

5. The tools and equipment necessary to effect the reaming will be found listed in Chapter 1. Part.3.

Renewal of Pins.

6. All wing attachment pins, standard and oversize, are cadmium plated. In all cases where a pin has been removed it must be replaced with a new pin. The old one should be returned for salvage. It can be reconditioned by stripping of remaining plating and retreating, see drawing R.00D.168.

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VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8 GENERAL.

VAMPIRE F.MK.3 and FB.MK.5 - Change in Flying Limitations.

In some aircraft there may be a nose down change of trim at altitudes below 15,000 feet at Mach numbers above 0.65. To enable this trim change to be controlled, either by a small trimmer movement or a small stick force the following limitations are to be observed.

At heights between 5,000 and 10,000 feet an indicated Mach number of 0.75 is not to be exceeded.

At heights between 10,000 and 15,000 feet an indicated Mach number of 0.76 is not to be exceeded.

At heights above 15,000 feet an indicated Mach number of 0.78 is not to be exceeded.

R.D.A. Defects.

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SUB HEADING 7 FUSELAGE ASSEMBLY.

SPECIAL TECHNICAL/INSTRUCTION/VAMPIRE/18A
(Amending STI/Vampirc/18)

Gun Firing Circuit Cables G.F.4 and 6
Ref. 5E.1348 - Defective Circulation

Special Technical Instruction/Vampirc/18 issued under this Headquarters postagram Reference Vampirc/RDA Defects/64B is to be amended as follows:-

Para (B) ADD "Sea Vampire MK.20".

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VAMPIRE AIRFRAME GENERAL CIRCULATION.
SUB HEADING 18 WING ASSEMBLY.

Reference Special Flying Instruction ORG 39.

Vampire FB. Mark Five and Sea Vampires VV.150. Reference Special Flying Instruction/ORG.39. Aircraft serial numbers VV.525 to 533 inclusive, VV.535, VV.548, VV.603, VV.607, VV.619, VV.621, VV.622, VV.630 and VX.461, VX.462, VX.464 VX.471 to 476 inclusive and Sea Vampire VV.150 have been found satisfactory and may be flown under normal conditions. Aircraft VV.570 to 599 inclusive are deleted from the list of suspect aircraft as they were included in error in SFI/ORG/39.

Aircraft Serial Numbers VV.534, VV.536, to 547 inclusive, VV.549 to 558 inclusive, VV.560 to 569 incl. VV.602, VV.604 VV.606, VV.608, to 611 incl. VV.614, VV.625 have faulty wing root fittings and must not (R) not be released for normal flying until wing root fittings are replaced or wings changed for which purpose these aircraft may complete one flight only from present location to Contractor's works provided the flight is made with gentle (R) gentle manoeuvres only.

R.D.A.(DEFECTS)

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OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING I ARMAMENT.

ASSEMBLY OF 20 mm. CANNON.

In order to prevent the ingress of air and fine particles of sand and dirt into the gun bay, it has been found necessary to issue instructions to all Operators that when assembling the 20 mm. Cannons that the Ball is assembled into the front gun mounting ball housing with high melting point grease, in order to seal up the V-shaped grooves in the Ball, which had allowed this to take place.

SUB HEADING 18 WING ASSEMBLY.

- A. Servicing Instruction/Vampire/11
Cracking and buckling of Rib No.2 in port and starboard mainplanes.
- B. Sea Vampires, MKs 20 & 21.
- C. Buckling and cracking of No.2 Rib is likely to occur after normal L.D.D.L.S. and Deck Landing. The cracks radiate from the large "D" hole in the rib, through which the top of the main undercarriage passes during retraction, to the hole through which the wheel brake pipeline passes, and across the flange of the doubling plate which backs the above "D" hole on the inboard side of the rib; and extends to edge of "D" hole.
- D. At the next Daily and each subsequent Daily Servicing inspect for buckling and cracking of No.2 Rib, in accordance with the following procedure:-
 1. View the undercarriage top link and radius rod assembly by facing inboard in the wheel well.
 2. Trace the wheel brake pipeline to the hole in the rib through which it passes and direct a light on this point.
 3. Assume a position at the front of the undercarriage leg, so that a diagonal view of the top link and radius rod assembly is obtained. It will be then possible through a convenient gap between the Jack and top of undercarriage.

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undercarriage/
assembly to inspect the suspected area.

4. Where Ribs are cracked, aircraft are to be considered unserviceable pending further instructions.
- (E) Record on Form 700 and make appropriate entry on Supplementary Record Sheet.
- (F) Where ribs are found cracked, report details by signal to RDA (Defects) MOS.
- (G)
 1. MK.20 Mod. 698 is being introduced and repair in accordance with Drawing No. R.OOD171 will satisfy this modification.
 2. MK.21. Difference in construction necessitates different repair drawing which will be prepared when results of this inspection are known.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION SUB HEADING 12 FUEL SYSTEM

TO DELETE RUBBER SEALING STRIP FROM FAIRING OF DROP TANKS. SEA VAMPIRE MKS. F.20 & 21.

Class. C.3. N.C.P.

A.M. Mod. No. Sea Vampire. 673

At present when assembling the drop tanks to the aircraft, it is necessary to hand trim the sorbo rubber packing between the drop tank and the wing to obtain the correct fit. This modification deletes all the rubber packing with the exception of the strip on the front tank support casting and improved the method of assembling the tanks to the wing thus reducing the time taken to install the tanks.

SUB HEADING 7 FUSELAGE ASSEMBLY.

EXTERNAL LOCKING STRUT FOR PRESSURE CABIN TESTING - INTRO. SEA VAMPIRE F.20, F. 21.

Class. S.O.O.

A.M. Mod. No. Sea Vampire. 660.

This modification introduces a strut for locking the canopy externally, thus obviating the necessity for having personnel in the cockpit during ground pressure testing.

Con.....

SUB HEADING 11 ELECTRICAL INSTALLATIONTO PROTECT THE CABLES FROM DETERIORATION DUE TO
PARAFFIN SOAKAGE - INTRO.
VAMPIRE 1. F.3.

Class C.3. N.C.P.

A.M. Mod. No. Vampire. 306.

This modification introduces a new P.V.C. outer sleeve on the cables running from the voltage regulator, mounted in the wing between the boom and Rib No.1 to the junction box, and to the engine generator. This is necessary to prevent the cables deteriorating due to paraffin soakage

Note:- Unless paraffin soakage has occurred, Mod. need not be incorporated until the next major overhaul, as it is extremely difficult to embody mod unless engine is removed.

SUB HEADING 7 FUSELAGE ASSEMBLY.EXTERNAL LOCKING STRUT FOR PRESSURE CABIN TESTING - INTRO.
VAMPIRE 1. F.3. FB.5.

Class. S.O.O.

A.M. Mod. No. Vampire. 660.

This modification introduces a strut for locking the canopy externally, thus obviating the necessity for having personnel in the cockpit during ground pressure testing.

SUB HEADING 12 FUEL SYSTEMTO DELETE RUBBER SEALING STRIP FROM FAIRING OF DROP TANKS.
Vampire MKS. F.3. and FB.5.

Class. C.3. N.C.P.

A.M. Mod. No. Vampire. 673

At present when assembling the drop tanks to the aircraft, it is necessary to hand trim the sorbo rubber packing between the drop tank and the wing to obtain the correct fit. This modification deletes all the rubber packing with the exception of the strip on the front tank support casting and improves the method of assembling the tanks to the wing thus reducing the time taken to install the tanks.

SUB HEADING 11 ELECTRICAL INSTALLATIONGYRO GUNSIGHT RECORDER CAMERA - INTRO.
VAMPIRE MKS. I and III

ISSUE.3.

Class. B.2.

A.M. Mod. No. Vampire. 400

This modification introduces a gyro gunsight recorder camera to bring the aircraft into line with latest requirements.

IMPORTANT. Vampire Mod. 653 (Introduction of MK. IVB Gunsight) must be incorporated before this mod is embodied.

Con.....

SUB HEADING 4 CONTROLS, FLYING.

TO REDUCE THE GAP AND TOLERANCES BETWEEN THE
TAILPLANE SHROUD AND ELEVATOR TO IMPROVE
STABILITY - INTRO.
SEA VAMPIRE MkS. F.20 and F.21.

Class. B.2. N.C.P.

A.M. Mod. No. Sea Vampire. 542

This modification reduces the gap and tolerances between the T/P shroud and elevator. Contractors flight trials have shown that there is an improvement in stability when this mod. is embodied.

SUB HEADING 10 MISCELLANEOUS EQUIPMENT.

MODIFIED DECK HOOK DAMPER STRUT, AIR 41502
WITH INCREASED TRAVEL - INTRO.
SEA VAMPIRE MkS 20.21.

Class. B.2.

A.M. Mod. No. Sea Vampire. 1028

Further to Technical News Sheet No. V.127, included herewith is Amendment No.1. to the above modification.

SUB HEADING 7 FUSLAGE ASSEMBLY.

RUBBER WEDGES IN LIEU OF PERSPEX AT ENDS OF CANOPY
RAILS AND TO ENSURE CORRECT FITMENT OF RAILS - INTRO.
VAMPIRE MK.I (PRESSURISED A/C ONLY) MK.III MK. FB. V.

Class. B.2.

A.M. Mod. No. Vampire 530

Further to Technical News Sheet No. V. 84, included herewith is Amendment No.1. to the above modification.

SUB HEADING 10 MISCELLANEOUS EQUIPMENT.

STOWAGE FOR PILOTS NOTES - INTRO.
VAMPIRE I, F.3. FB.5.

Class C.3.

A.M. Mod. No. Vampire. 620.

Further to Technical News Sheet No. V. 119, included herewith is Amendment No.1 to the above modification.

SUB HEADING 23 INSTRUMENTS.

E 2A TYPE COMPASS - INTRO.
VAMPIRE I F.3.

Class. S.O.O.

A.M. Mod. No. Vampire. 475

Further to Technical News Sheet No. V.77, included herewith is Amendment No.1 to the above modification.

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OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8 GENERAL.

Release of Aircraft for Service Use
Vampire FB. MK.5.
Removal of Restriction on the Carriage
of 250 lb. and Practice Bombs.

1. Following trials, the undermentioned additional alternative bomb loads are hereby cleared for Service use, subject to the limitations given in para.2 below:-
 - (a) 2 x 250 lb M.C. bombs MK.1 with No.2 MK.3 tail units.
 - (b) 2 x 250 lb G.P. bombs MK.4 with No 2 MK.3 tail units.
 - (c) 8 x 25 lb. Practice bombs.

2. Para.3 (b) (v) of the CS(A) Release dated 11.9.48, is amplified as follows, the limitations applicable to the bombs previously cleared being included for ease of reference:-

<u>Bombs,</u>	<u>Low altitude</u> <u>speed</u> <u>limitation in</u> <u>knots, A.S.I.</u>	<u>Mach. No.</u> <u>Limitation.</u>	<u>Maximum angle</u> <u>of dive with</u> <u>bombs on</u>	
2 x 1000 lb.	400 up to 5000 ft.	0.65 above 5000 ft	60°	
2 x 500 lb.	455 up to 5000 ft.	0.75 above 5000 ft	60°	
2 x 250 lb	455 up to 5000 ft	0.75 above 5000 ft	70°	
8 x 25 lb.	400 up to 5000 ft.	0.65 above 5000 ft.	65°	Coh.....

Con....(V.137) Sheet.2.

TELEPHONE HATFIELD 2242
TELEGRAM HAVILLAND JETLY HATFIELD

- 3. Trials of 250 lb S.C.I. have not yet been completed and pending further notification are not cleared for Service use.

DATE

AIR-CRAFT

NO

SERIES

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

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TECHNICAL NEWS SHEET

SERIES V No 138



DATE 26.4.49.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 14 SERVICES, AIRCRAFT

- A. Special Technical Instruction/Vampire/20
Brake cable adjusters and relay valve not provided with locking device.
S. 1002
- B. Vampire aircraft Mk. 1 and 5.
- C. Cases have been reported of brake cable adjusters slackening off due to vibration when guns are fired as no locking device is provided. The normal means of locking is by means of locking wire which passes through a hole in the adjuster and is locked to an adjuster connection on the relay valve. It has been ascertained from Messrs. Dunlops that a number of an early issue of these units were despatched without the cable adjusters having been drilled for locking wire.
- D. At the next daily servicing check that the brake cable adjusters of the brake relay valves are secured by the normal practice of wire locking. When the adjuster has not been drilled, drill in accordance with Erg. R.00012 and lock as above.
- E. Record on Form 701 (or 1125 as applicable).
- F. Nil.
- G. Nil.

S. 1002

Con.....

Sheet.2.

V. 138 (Con.....)

SUB HEADING 4. CONTROLS, FLYING.

Servicing Instruction/Vampire/11A.
(Amending Servicing Instruction/Vampire/11)

CRACKING AND BUCKLING OF RIB NO.2.
IN PORT AND STARBOARD MAIN PLANE.

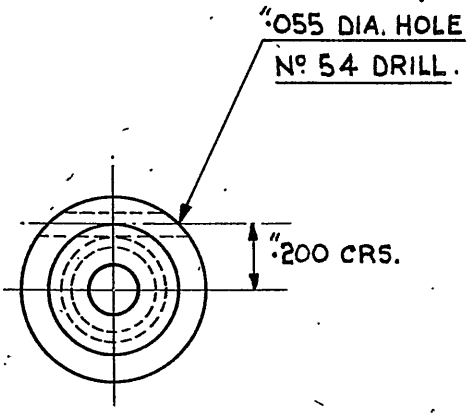
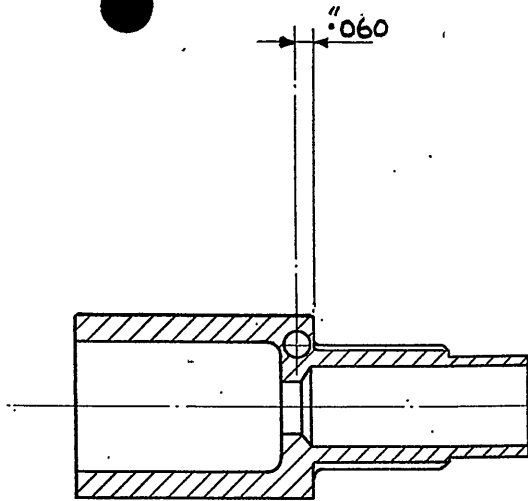
Information has now been received that the "difference in construction" referred to in para (G) of S.I/Vampire/11 applied only to the prototype.

S.I. Vampire/11 is therefore to be amended as follows:-

Paras. (G) 1 and 2 Delete these paragraphs.
Insert new para (G) below.

" The embodiment of modification Vampire 698, or repair in accordance with Repair drawing No. OOD. 171 will render this servicing Instruction no longer necessary".

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THE DE HAVILLAND AIRCRAFT CO., LTD., HATFIELD, HERTS.	M/c TYPE	M/c. REGn. No.	REPAIR TO :- DRILLING OF ADJUSTER FOR SWAGED END CABLE ASSEMBLY.	DR. BY	APP. BY	R. 00Q12. ISSUE
	VAMPIRE					

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 V No. 139



DATE 5.5.49

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8 GENERAL.

GOBLIN ENGINES - IGNITOR PLUG - SERVICING.

The following copy of Air Ministry letter ref. A.896302/46/Eng.3 (a)/257 dated 19th April, 1949 is forwarded for information.

"I am directed to refer to a recent instance of a loose central electrode of an ignitor fitted to a Goblin engine. This fault is considered to have resulted from an omission to re-lock the gland nut when re-assembling the plug after servicing.

The gland nut is locked by dimpling the sleeve into the slot in the nut. When the plug has been dismantled it is necessary to ensure that the original dimpling is deep enough to make a good lock with the slot in the nut. If the slot does not re-engage with the original dimpling, the sleeve must be re-dimpled to form a lock at the new position.

I am to request that this information is brought to the notice of units operating Vampire aircraft"

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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 V NO 140



DATE 10.5.49

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION

SUB HEADING 1 ARMAMENT

A. Special Technical Instruction/Armament/55
Fitting of R.P. Mark 8 Type 14 on Vampire MK. 5 Aircraft

B. R.P. Removable fittings as listed below.

Stores Ref. 11C/2947. R.P. MK.8, Type 14 for Vampire Aircraft, one aircraft set consisting of:-

11C/2948	Strut front port, outer	Qty	1.
11C/2949	" " " inner	"	1.
11C/2950	" " starboard, outer	"	1.
11C/2951	" " " inner	"	1.
11C/2952	" rear port or starboard, outer	"	2.
11C/2953	" " " " " inner	"	2.

C. A case has occurred of the rear R.P. struts being incorrectly fitted with the result that when the rockets were fired the aircraft was damaged.

D. At earliest opportunity, but before R.P.'s are carried on Vampire MK.5 aircraft, the struts are to be marked by stencilling in $\frac{1}{2}$ " letters on each side of the streamlined tubes near the base plate, and stamping in $\frac{1}{4}$ " letters on the base plate the words "INNER or OUTER" in accordance with the following table:-

<u>Stencils & Stamping.</u>	<u>Strut.</u>	<u>Qty</u>	<u>Identification Marks on Strut.</u>
Outer	Front, Port, outer	1	11C/2948, S.O.O. 253A and S.O.O. 229A
	Front, Starboard outer	1	11C/2950, S.O.O. 254A and S.O.O. 230A.
	Rear, Port or starboard, outer	2	11C/2952, S.O.O. 261A and S.O.O. 240A (Lengths 5.23 ins).
INNER	Front, Port inner	1	11C/2949, S.O.O. 251A and S.O.O. 227A

Con.....

Con..... V.140.

Sheet.2.

Front, Starboard inner 110/2951, S.O.O. 252A and S.O.O. 228A

Rear, Port or Starboard inner 2 110/2953, S.O.O. 260A S.O.O. 239A (Length 5.55")

Action as above is to be taken on all spare equipment before issue from Maintenance Units.

E. Not applicable

F. Nil.

G. Modification action has been initiated to incorporate the markings during manufacture.

SUB HEADING 8 GENERAL.

Vampire F.MK.3. and FB. MK.5 Change in Flying Limitations.

Reference our Postagram Vampire/RDA Defects dated 28th March, 1949 this instruction also applies to Sea Vampire Marks 20 and 21 which should be added to the heading

R.D.A. Defects.

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TECHNICAL NEWS SHEET

SERIES V No. 149



DATE 23.5.49

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION SUB HEADING 44 SERVICES AIRCRAFT

- A. Servicing Instruction/Miscellaneous/42
Engine and Power Plant Fire Extinguisher Spray System -
Failure to operate efficiently.
- B. All aircraft with Fire Extinguisher spray system installed.
- C. Cases have been reported of failure of the Fire Extinguisher system to operate efficiently. Investigation has shown the failures to be due to obstruction of the spray holes by protective (DTD.663) used in the anti-corrosion treatment of engines, and/or the adhesion of dirt on the spray pipes.
- D. At the next and each subsequent MINOR TWO STAR Servicing the following action is to be taken:-
- (i) Disconnect the fire extinguisher system from the container, connect to HP air supply and pass air at 100 lb/sq.in. through the pipes for at least one minute. If holes are found to be obstructed, a drill of appropriate size should be used to remove the obstruction (soft wire must NOT be used).
The diameter of spray holes vary but will be either 1/32" .040 (No.6 0) or 1/16" diameter. Care must be taken not to enlarge the spray holes to avoid upsetting the distribution.
- NOTE.** For certain power plants, e.g., Shackleton there is no necessity to disconnect the pipe line or container since special adaptors are fitted for this purpose.
- (ii) Re-assemble complete system.
- E. Record on Form 700 and make appropriate entries on Supplementary Record Sheet in Servicing Schedules.
- F. Nil.
- G. Nil.

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TECHNICAL NEWS SHEET

SERIES V

NO. 142



DATE 25.5.49

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION SUB HEADING 11 ELECTRICAL INSTALLATION

ROTAX STARTER MOTOR C.3804 IN LIEU of C.3804

INTRO.

Sea Vampire F.20 F.21.

Class. D.4.

A.M. Mod. No. Sea Vampire. PP.27

This modification introduces a new starter motor with the electrical terminal so positioned as to provide easier access. The existing motor terminal was partially screened by the fireproof bulkhead.

SUB HEADING 12 FUEL SYSTEM

FLOAT VALVE BODY AND SEAT, FOR MAIN FUEL TANK, IN NON-CORROSIVE MATERIALS - INTRODUCTION

SEA VAMPIRE F.20.

Class C.3.

A.M. Mod. No. Sea Vampire. 658

This modification introduces a modified float valve, with the components made from non-corrosive material, as three reports have been received of corrosion affecting the float valve in service.

SUB HEADING 18 WING ASSEMBLY.

IMPROVED WING ATTACHMENT BOLTS - INTRO.

SEA VAMPIRE MKS.20 and 21.

Class C.4.

A.M. Mod. No. Sea Vampire. 696

This modification introduces improved wing attachment bolts at joints A and B which are cadmium plated and have revised tolerances. The existing bolts tended to 'Pick'Up' Material in the bore of the hole during assembly. This mod will only be embodied when the wing is removed.

Con.....

SUB HEADING 11 ELECTRICAL INSTALLATIONROTAX STARTER MOTOR C.3804 IN LIEU
OF C.3804 - INTRO.
VAMPIRE I. F.3. FB.5.Class D.4.A.M. Mod. No. Vampire. FP.27

This modification introduces a new starter motor with the electrical terminal so positioned as to provide easier access. The existing motor terminal was partially screened by the fireproof bulkhead.

SUB HEADING 23 INSTRUMENTS.OIL TEMPERATURE GAUGE HAVING A LOWER SCALE - INTRO.
VAMPIRE MKS. F.I.F.III & FB.V.Class D.4.A.M. Mod. No. Vampire. 445

This modification introduces an oil temperature gauge having a lower temperature scale as the existing gauge does not cover the full temperature range experienced during cold weather operations.

SUB HEADING 12 FUEL SYSTEMREDESIGNED PRESSURE REDUCING VALVES (INCORPORATING
SAFETY BLOW OFF VALVES) FOR FUEL TRANSFER SYSTEM - INTRO.
VAMPIRE MK.3, 5.Class C.3.A.M. Mod. No. Vampire. 683.

This modification introduces redesigned pressure reducing valves to protect the drop tanks, as tests have shown that in the event of the existing type of valves sticking in the open position, excessive pressure would be built up in the drop tanks.

SUB HEADING 12 FUEL SYSTEMFLOAT VALVE BODY AND SEAT, FOR MAIN FUEL TANK,
IN NON-CORROSIVE MATERIALS - INTRODUCTION
VAMPIRE I. F.3. FB.5.Class C.3.A.M. Mod. No. Vampire. 658

This modification introduces a modified float valve, with the components made from non-corrosive material, as three reports have been received of corrosion affecting the float valve in service.

Con.....

SUB HEADING 18 WING ASSEMBLY.IMPROVED WING ATTACHMENT BOLTS - INTRO.
VAMPIRE MKS.F.1 F.3. and FB.5.Class C.4.A.M. Mod. No. Vampire. 696.

This modification introduces improved wing attachment bolts at joints A. and B, which are cadmium plated and have revised tolerances. The existing bolts tended to 'Pick UP' material in the bore of the hole during assembly. This mod will only be embodied when the wing is removed.

SUB HEADING 23 INSTRUMENTS.OIL TEMPERATURE GAUGE HAVING A
LOWER SCALE - INTRODUCTION
SEA VAMPIRE MK.20.Class. D.4.A.M. Mod. No. Sea Vampire. 445

This modification introduces an oil temperature gauge having a lower temperature scale as the existing gauge does not cover the full temperature range experienced during cold weather operations.

SUB HEADING 7 FUSELAGE ASSEMBLY.STORAGE FOR PILOTS NOTES - INTRO.
SEA VAMPIRE F.20 F.21.Class. C.3.A.M. Mod. No. Sea Vampire. N.620

This modification introduces a stowage in the cockpit for the pilots notes to conform with a M.O.S. requirement. Amendment No.1 incorporated.

SUB HEADING 11 ELECTRICAL INSTALLATIONKEROSENE AND OIL RESISTING GROUND STARTER SOCKET SEAL - INTRO.
VAMPIRE I. F.3. FB.5.Class. D.4.A.M. Mod. No. Vampire. 498.

Further to Technical New Sheet No. V. 82, included herewith is amendment No.1 to the above modification.

SUB HEADING 16 UNDERCARRIAGE.TO TRANSFER THE MICRO SWITCH FROM THE UNDERCARRIAGE
TO THE WHEEL DOOR LOCK - INTRO.
VAMPIRE MK. I.Class. 2AA.M. Mod. No. Vampire. 271.

Further to Technical News Sheet No. V.14, included herewith is amendment No.1 to the above modification.

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TECHNICAL NEWS SHEET

SERIES V

NO 143



DATE 9.6.49

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION

SUB HEADING 12 FUEL SYSTEM

SUB HEADING 23 INSTRUMENTS.

Vampire Fuel Contents Gauges.

Introduction.

1. Some misunderstanding has arisen over Vampire fuel gauge readings. The following notes are issued to clarify the situation.
2. There are two types of fuel gauges now current on Vampires. The original type were calibrated with the aircraft in rigging attitude (Angle of Incidence 0°). The latest type introduced by Modification Vampire 624, were calibrated with the aircraft in normal cruising flight attitude (Angle of Incidence 5°) and can be distinguished visually by the centre gauges top reading of 75 gallons, as against the 80 gallons of the original type.
3. The old and the new, therefore, differ in their calibration conditions only; the fuel systems are otherwise identical.
4. Considerations common to both systems will be discussed first, and followed by notes peculiar to each.

General Remarks.

5. The float and potentiometer units serving the gauges are installed in the centre tank No.1 tanks and No.3 tanks (the latter units covering Nos 2.3.4. tanks). The float arm travel is mechanically restricted so as to maintain $\frac{3}{8}$ " clearances between the float and the top and bottom tank-walls; this, combined with the float thickness, makes the gauges inoperative over a small range of capacities at the top and bottom ends of the scale.

Con.....

General Remarks (Con.....)

6. In the wing-tanks, the fuel outlets are located slightly above the tank-bottoms (this is unavoidable since the tanks occupy the full depth of the wing and protruding sumps would be aerodynamically unacceptable); consequently some 'dead' fuel, lying below the tank outlets and therefore unusable, is inevitable under normal flight conditions. The amount 'lost' in this way varies as follows with the aircraft's fore and aft attitude, being a minimum when the datum is horizontal:-

Aircraft attitude	Dead Fuel
Datum horizontal	16 galls
" 5° Nose-up	20 galls
" 8° Nose-up	35 galls.

Modification No Vampire 694 has been raised to reduce this lost fuel and is now undergoing trial installation.

7. Until embodiment of this modification, all range and endurance calculations should be based on the worst 'lost' fuel case, i.e. 35 gallons, giving a total available capacity of (330 - 35) = 295 gallons N.B. This total is quite independent if what type of fuel gauges are fitted.

8. The true volumetric capacities of the tanks, including the space occupied by 'dead' fuel are:-

Centre tank	96 Galls.	
Inner tanks (No.1)	52 "	each
Outer " (Nos.2.3.4)	65 "	each
Total.	<u>330 gallons.</u>	

Original type fuel gauges.

9. With aircraft trimmed to 'Rigging' attitude, i.e., fore and aft datum horizontal (at normal cruising speed this involves a descending flight-path inclined about 5° to the horizontal). All gauges, within their working-ranges, will now read correctly in terms of usable fuel.

The working ranges are as follows:-

Centre tank	15 to 80 galls.
Inner tanks	3 to 47 galls each side
Outer tanks	5 to 55 galls each side.

10. The lower limits of the working ranges are marked "0" (zero) on the instruments; although, for example, the centre tank may contain anything between zero and 15 gallons, with the needle on zero.

11. The upper limits of range are marked with the corresponding capacity; for example, the inner wing tank gauge stops reading at 47 gallons and yet there may be anything between this and 52 gallons in the tank.

Con.....

Original type fuel gauges. (Con....)

12. If contents are checked during level cruising flight (Nose-up 5° to horizontal) the gauges tend to read low, with a maximum aggregate error of about 20 gallons when the whole system contains about 100 gallons of usable fuel.
13. These are calibrated to read correctly (usable fuel) in level cruising flight (5° Nose-up). The gauge working ranges are slightly different, as follows:-

Centre tank	15 to 75 galls.
Inner tanks	3 to 47 galls. each side.
Outer tanks	5 to 57 galls. each side.

The remarks in paras. 10 and 11 above apply equally to this case.

Summary of conclusions.

14. The usable fuel capacities for different fore and aft attitudes are as follows:-

Datum horizontal	314 galls.
" 5° Nose up	312 galls.
" 8° Nose up	295 galls.

15. The fore and aft attitudes at which gauges show accurately the usable fuel in the tanks are as follows:-

Original gauges	Datum horizontal
New gauges	Datum 5° Nose up.

16. With gauges showing zero or their maximum readings, the actual usable contents of the tanks are indeterminate within the following limits:-

(a) Original gauges, with datum horizontal
Case. Available fuel (total).

Gauges at zero	between 0 and 31 gallons.
Gauges at max. readings	between 284 and 314 gallons.

(b) New Gauges, with datum 5° Nose up.
Case. Available fuel (total)

Gauges at zero	Between 0 and 31 gallons.
Gauges at max. readings	Between 283 and 312 gallons.

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TECHNICAL NEWS SHEET

SERIES V NO 144



DATE 21.6.49

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 19 GROUND EQUIPMENT

CUT OUT IN LATERAL FUSELAGE LEVELLING BOARD
SEA VAMPIRE F.20. F.21.

SPECIAL INFORMATION
LEAFLET.

This modification is introduced to enable the fuselage lateral levelling board to be used without disconnecting the electrical cables which were found to foul when the board was positioned.

SUB HEADING 19 GROUND EQUIPMENT

CUT OUT IN LATERAL FUSELAGE LEVELLING BOARD
VAMPIRE F.1. F.3. GAF.5.

SPECIAL INFORMATION
LEAFLET

This modification is introduced to enable the fuselage lateral levelling board to be used without disconnecting the electrical cables which were found to foul when the board was positioned.

SUB HEADING 11 ELECTRICAL INSTALLATION

TO CORRECT WIRING OF MK. 3 G.R. I.F.F. INSTALLATION - INTRO.
VAMPIRE I. F.3 FB.5. FB.7. F.8.

Class C.3.

A.M. Mod. No. Vampire. 659

This Modification introduces a new method of wiring the I.F.F. circuit, as the existing arrangement will not function correctly on the 'G' band.

Con.....

V. 144 (Con.....)

Sheet.2.

SUB HEADING 19 GROUND EQUIPMENT

TO MODIFY THE WING JACKING PAD - INTRO.
VAMPIRE MKS. 3 and 5.

Class B.2.

A.M. Mod. No. Vampire. 689

This modification provides for the alteration of existing jacking pads to suit the strengthened undercarriage (introduced on Mod. 413) as the wheel fairing fouls the tripod of the wing lifting jack. The off set spigots to be replaced by one central spigot which must register in the inboard hole in the wing, this will provide the necessary clearance, and obviate possible damage to the fairings.

SUB HEADING 6 ENGINE INSTALLATION

REDESIGNED TOGGLE FASTENER ASSY. WITH IMPROVED LOCKING
A) PRODUCTION SCHEME B) RETROSPECTIVE SCHEME - INTRO.
SEA VAMPIRE F.20, F.21.

Class. C.3.

A.M. Mod. No. Sea Vampire. 654

This modification introduces improved locking for the toggle fastener to obviate loss of spring action due to inadequate location of spring retaining sleeve.

SUB HEADING 13 RADIO

TO CORRECT WIRING OF THE MK 3 G.R. I.F.F.
INSTALLATION - INTRO.
SEA VAMPIRE F.20.

Class. B.2.

A.M. Mod. No. ^{Sea}Vampire. 659.

This modification introduces a new method of wiring the I.F.F. circuit, as the existing arrangement will not function correctly on the 'G'band.

SUB HEADING 4 CONTROLS, FLYING.

DRAIN HOLE AND INTERNAL PROTECTIVE TREATMENT IN
ELEVATOR BALANCE WEIGHT (LOWTAIL) - RETROSPECTIVE
SCHEME - INTRO.
VAMPIRE MK. F.3.

Class. B.2.

A.M. Mod. No. Vampire. 483

Further to Technical News Sheet No. V. 69, included herewith is Amendment No.1 to the above modification.

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SERIES V

NO 145



DATE 23.6.49

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION SUB HEADING 18 WING ASSEMBLY.

Proposed S.I. - Vampire.

It is requested that an S.I be raised in connection with the above aircraft, a draft for which follows:-

- A. Servicing Instruction/Vampire/-
Identification of fuel tank door securing bolts.
- B. Vampire aircraft MK.3, 5.
- C. It has been found possible to use the incorrect length of bolts securing the fuel tank doors as there are 6 different lengths used at different positions, which is necessary in view of the design requirements. They bear no identification to indicate at which position they should be fitted. Damage to tanks can result if bolts of the longer length are fitted where short bolts should be fitted.
- D. At the next minor inspection, or when necessary to remove tank doors, whichever is the sooner, check that bolts are fitted in accordance with Sketch R.OOD189 in the case of R.A.F. Vampires and Sketch R.OOD190 in the Sea Vampire and mark accordingly, so that correct bolts are fitted subsequently.
- E. Record on Form 700 (or 1125 as applicable)
- F. Nil.
- G. Amendment Sheet A.S/720 will add correct location of bolts to relevant drawings and future aircraft will have the tank doors stencilled to indicate position of bolts and relevant reference numbers Modification Var/720 (Special amendment) refers.

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Con.....

Special Technical Instruction/Vampire/20A

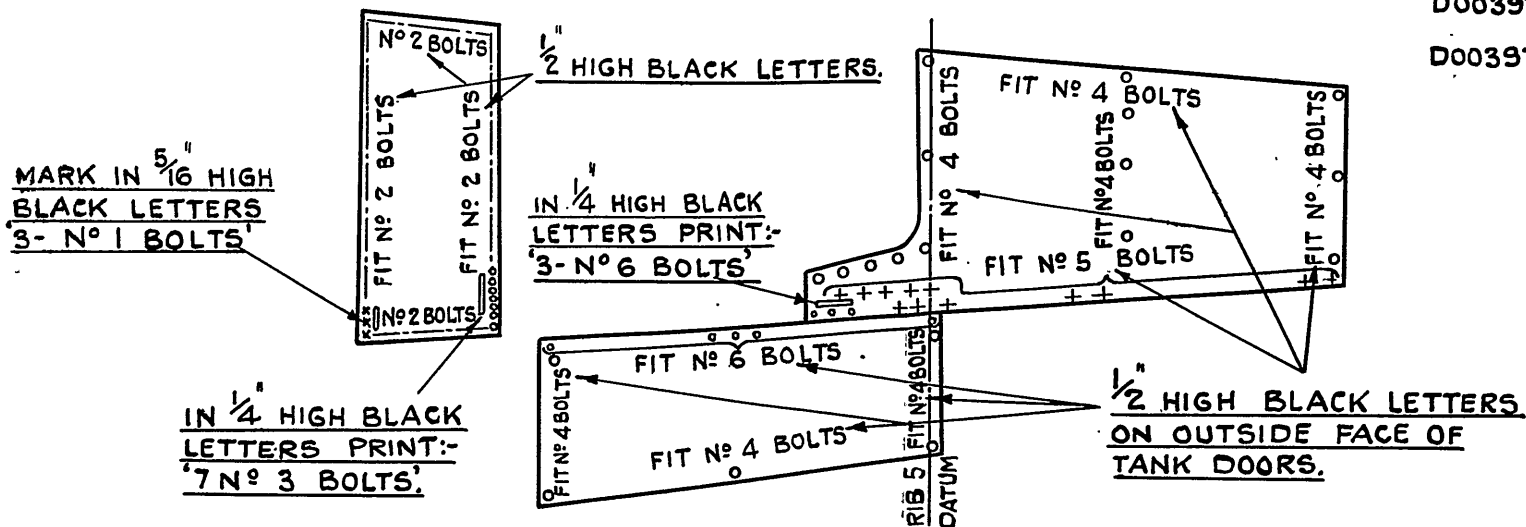
Brake Cable Adjusters and Relay Valve not provided with locking device.

Information has now come to hand that Vampire Mark 3 and Sea Vampire Mark 20 and 21 are also affected. Para (B) of the above STI is therefore to be amended as follows:-

- Para E. Vampire aircraft Marks 1, 3, 5 and Sea Vampire Marks 20 and 21.

R.D.A. (Defects).

BOLT PART N°	N° ON HEAD.
D001154	1
D001155	2
D006651	3
D003977	4
D003978	5
D003979	6



VIEW ON TANK DOORS SHOWING MARKING FOR BOLT LENGTHS.

THE DE HAVILLAND AIRCRAFT CO., LTD. HATFIELD, HERTS.	M/C TYPE	M/C. REGN No	REPAIR TO:-	DR. BY	APP. BY	R.00 D189. ISSUE :-
	<u>VAMPIRE</u>					
	<u>MKS. 3-5.</u>					

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SERIES V NO 146



DATE 23.6.49

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 10 MISCELLANEOUS EQUIPMENT.

TO REPOSITION COLD AIR PUNKAH LOUVRE ON PORT SIDE
TO IMPROVE VIEW OF MACHMETER - INTRODUCTION.
VAMPIRE I, F.3, FB. 5.

Class C.3.

A.M. Mod. No. Vampire. 677

This modification introduces a new position for the Punkah louvre, thus providing a clear view of the machmeter which was previously partially obscured. It also redirects the cold air stream on to the pilots face.

SUB HEADING 12 FUEL SYSTEM

LONGER RUBBER CONNECTIONS BETWEEN WING
AND DROP TANK (TANK ONLY) - INTRODUCTION.
VAMPIRE MKS 3 and 5

Class S.O.O.

A.M. Mod. No. Vampire. 592.

This modification introduces longer rubber connections between wing and drop tanks (Tank Only), as the existing connections are not quite long enough to make contact when the drop tank is on the ground.

SUB HEADING 10 MISCELLANEOUS EQUIPMENT.

TO REPOSITION COLD AIR PUNKAH LOUVRE ON PORT SIDE
TO IMPROVE VIEW OF MACHMETER - INTRODUCTION.
SEA VAMPIRE F.20, F. 21.

Class C.3.

A.M. Mod. No. Sea Vampire. 677

This modification introduces a new position for the punkah louvre, thus providing a clear view of the machmeter which was previously partially obscured. It also redirects the cold air stream on to the pilots face.

Con.....

SUB HEADING 6 ENGINE INSTALLATION

REDESIGNED TOGGLE FASTENER ASSY WITH IMPROVED
LOCKING A) PRODUCTION SCHEME B) RETROSPECTIVE
SCHEME - INTRODUCTION

Class C.3.+

A.M. Mod. No. Vampire. 654

This modification introduces improved locking for the toggle fastener to obviate loss of spring action due to inadequate location of spring retaining sleeve.

SUB HEADING 7 FUSELAGE ASSEMBLY.

EXTERNAL LOCKING STRUT FOR CANOPY DURING
PRESSURE TEST - INTRODUCTION
SEA VAMPIRE MKS. F.20 and F.21.

Class. S.0.0

A.M. Mod. No. Sea Vampire. 660

Further to Technical News Sheet No V. 136, included herewith is amendment No 1 to the above modification.

SUB HEADING 7 FUSELAGE ASSEMBLY.

EXTERNAL LOCKING STRUT FOR CANOPY DURING
PRESSURE TEST - INTRODUCTION
VAMPIRE MKS.F.1 (PRESSURISED) F. 3, and FB. 5.

Class. S.0.0

A.M. Mo. No. Vampire. 660

Further to Technical News Sheet No V. 136, included herewith is amendment No.1 to the above modification.

SUB HEADING 11 ELECTRICAL INSTALLATION

GYRO GUNSIGHT RECORDER CAMERA - INTRO.
Vampire 1. F.3.

Class. B.2.

A.M. Mod. No. Vampire. 400

Further to Technical News Sheet No. V. 136, included herewith is amendment No.1 to issue 3. to the above modification.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 147



DATE 6.7.49

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION SUB HEADING 19 GROUND EQUIPMENT

TO MODIFY THE WING JACKING PAD - INTRO. SEA VAMPIRE MKS. 20 & 21.

Class B.2.

A.M. Mod. No Sea Vampire. 689

This modification provides for the alteration of existing jacking pads to suit the strengthened undercarriage (introduced on Mod. 413) as the wheel fairing fouls the tripod of the wing lifting jack. The off set spigots are to be replaced by one central spigot which must register in the inboard hole in the wing. This will provide the necessary clearance, and obviate possible damage to the fairings.

SUB HEADING 14 SERVICES, AIRCRAFT

MODIFIED REAR FIRE EXTINGUISHER SPRAY RING PIPE TO IMPROVE RUN OF FLEX HOSE - INTRODUCTION. VAMPIRE MKS. F.1, F.3. & FB.5.

Class C.3.

A.M. Mod. No. Vampire. 682

This modification provides an improved run for the flexible hose from the rear fire extinguisher spray ring to prevent cracking of the outer rubber covering, due to the sharp bend radius.

SUB HEADING 14 SERVICES, AIRCRAFT

REDESIGNED PRESSURE HEAD MOUNTING BRACKET - INTRO. VAMPIRE 1, F.3 FB.5.

Class. C.3.

A.M. Mod. No. Vampire. 411.

This modification introduces a new pressure head mounting bracket and modified rib access panel to facilitate easier removal of head (i.e. it is no longer required to remove the rudder.

Con.....

SUB HEADING 11 ELECTRICAL INSTALLATION

TO PROTECT THE CABLES FROM DETERIORATION DUE TO
PARAFFIN SOAKAGE - INTRO.
VAMPIRE F.I. F.3.

Class. C.3.

A.M. Mod. No. Vampire. 306.

This modification introduces 'Vin' type cables in lieu of the 'met' type in the engine bay to prevent deterioration - as has been experienced.

SUB HEADING 1 ARMAMENT.

TO REINFORCE CORNERS OF CANNON CHUTES - INTRO.
SEA VAMPIRE MKS. 20 & 21.

Class. C.3.

A.M. Mod. No. Sea Vampire. 664.

This modification provides for strengthening the corners of the cannon chutes by means of 18 SWG mild steel wire secured by Sif bronze welding. It has been found that corners tend to open out due to hammering of rounds.

SUB HEADING 5 DECK LANDING AND ACCELERATING GEAR

TO DELETE FAIRINGS FROM 'A' FRAME - INTRO.
SEA VAMPIRE MKS. 20, 21.

Class C.3.

A.M. Mod. No. Sea Vampire. 1031.

This modification removes the fairings from the 'A' frame (except at the pivot points), as they have been found susceptible to damage and also are no longer considered essential.

SUB HEADING 14 SERVICES AIRCRAFT

MODIFIED REAR FIRE EXTINGUISHER SPRAY RING PIPE TO
IMPROVE RUN OF FLEX HOSE - INTRODUCTION.
SEA VAMPIRE MKS. 20, 21.

Class. C.3.

A.M. Mod. No. Sea Vampire. 682

This modification provides an improved run for the flexible hose from rear fire extinguisher spray ring to prevent cracking of the outer rubber covering, due to the sharp bend radius.

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DE HAVILLAND SERVICE

TECHNICAL NEWS SHEET

Series V - No. 148

Date 15.7.49

Vampire Airframe, General Circulation
Sub heading 12 Fuel System

TO CORRECT PROFILE OF DROP TANK FAIRING TO FIT WING.

INTRO.

SEA VAMPIRE F.20.

Class. B.2.

A.M. Mod. No. SEA VAMPIRE. 538.

This modification introduces an improved method of attaching the fuel jettison tanks to the wing, as the original method did not cater for possible discrepancies (several have been reported) in the wing profile.

SUB HEADING 12 FUEL SYSTEM

LONGER RUBBER CONNECTIONS BETWEEN WING
AND DROP TANKS (TANK ONLY) - INTRODUCTION
SEA VAMPIRE MK.20.

Class. S.O.O.

A.M. Mod. No. Sea Vampire. 592.

This modification introduces longer rubber connections between wing and drop tank (Tank Only), as the existing connections are not quite long enough to make contact when the drop tank is on the ground.

SUB HEADING 16 UNDERCARRIAGE

NEW ATTACHMENT SCREWS FOR UNDERCARRIAGE JACK
OPERATING LEVER - INTRO.
SEA VAMPIRE MK.21.

Class. B.2.

A.M. Mod. No. Sea Vampire. 614.

This modification introduces new screws for the securing the undercarriage jack operating lever to the oleo leg. The new screws have nicks at right angles to the screwdriver. Slots to provide more positive locking as cases have occurred of screws becoming loose.

Con.....

SUB HEADING I5 TAIL UNIT ASSEMBLY.

REDESIGNED PRESSURE HEAD MOUNTING BRACKET) INTRO.
SEA VAMPIRE F.20

Class.C.3.

A.M.Mod.Sea Vampire.4II.

This modification introduces a new pressure head mounting bracket and modified rib access panel to facilitate easier removal of head(i.e. it is no longer required to remove the rudder).

SUB HEADING I4 SERVICES AIRCRAFT

ADDITIONAL PRESSURE REDUCING VALVE(27G/208I)
IN FUEL DROP TANK TRANSFER SYSTEM -INTRO.
VAMPIRE F.3.FB5.

Class. B.2.

A.M.Mod.No.Vampire.5I9

Further to Technical News Sheet No. V.I24, included herewith is Amendment No.I to the above modification.

SUB HEADING I2 FUEL SYSTEM

100 GALLON DROP TANKS(AIRSHIP SHAPE)-INTRO.
VAMPIRE MKS.3 and 5.

Class.S.O.O.

A.M. Mod.No. Vampire. I84.

Further to Technical News Sheets Nos.V.63,69,&82, included herewith is Amendment No.3 to the above modification.

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TECHNICAL NEWS SHEET

Series V No. I49

Date 11th July, 1949

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING II ELECTRICAL INSTALLATION

COPY OF TELEGRAM.

Priority Principal Inspection Officer London and South Eastern Area
AID. 70-71 New Bond Street W.I.
Adressed to SMOSO WEE RCAF Station Edmonton Canada RAE A/AEE ATDU
TFU all PIOS at AID Areas DDIA Chessington Admiralty DAMR Rex House
LR Regent Street W AID AV ROE and Greengate Middleton Manchester
AID English Electric Warton Aerodrome WR. Lancs AID De Havillands
Hatfield AID Fairey Aviation Hayes AID Boulton Paul Wolverhampton
AID National Gas and Turbine Co Whetstone Leicester AID Tiltman
and Langley Reading Stop.

THS4331/25 Stop Vampire Aircraft Fitting of Series Link

Between batteries stop link must be fitted with spade terminals
pointing upwards repeat upwards stop check all Vampire aircraft
immediately to ensure that link does not foul aircraft structure
or pipelines when battery stowage is in flight position repeat
flight position. RDA Defects Splymin wire London.

SUB HEADING 18 WING ASSEMBLY.

Vampire-Buckled Flanges on Mainplane.

- A. Special Technical Instruction/Vampire/25 Buckled flanges on Mainplane Rib 2 stiffener channel.
- B. Vampire MK.5 and Sea Vampire MK.20 only.
- C. Cases have been reported of mainplane Rib 2 stiffener channels being found buckled. It has been ascertained that buckling occurred during production.
- D. At next minor servicing, remove inboard wing tank doors and remove tanks. Inspect top of stiffener channel for buckling in accordance with Repair DRG. ROD.194. The minimum length of "waves" of buckles must be 3.0" and maximum deflection of buckles must not exceed .03". Where buckling is found exceeding the above, same should be straightened by tapping out buckles in the approved manner.
- E. Record on Form 700 (or II25 as applicable).
- F. Nil.

Con.....

G. Nil.

SUB HEADING I4 SERVICES AIRCRAFT

- A. Special Technical Instruction/Vampire/2I.
Variation in spanner peg location holes in hydraulic tank filler caps.
- B. Vampire aircraft MK.I.
- C. Cases have been reported of hydraulic filler caps spanners not fitting location holes in filler cap. It has been ascertained that at an early stage of manufacture a number of caps were drilled with the spanner peg locating holes in the caps not to drawing. A drawing amendment was issued, and apparently the spanners were made to fit caps covered by the drawing amendment. Original Part No. of the caps was Q.00653, which was ultimately changed to Q.00923 on Drawing Amendment No. AS. 371.
- D. At earliest opportunity not later than next minor Servicing check Part No. of filler cap and where Part.No. is Q.00653 drill another 2 holes for pegs of cap spanner at 90 to existing holes in accordance with Sketch R.00Q.I3.
- E Record on Form 70I (or II25 as applicable).
- F, Nil.
- G. Nil.

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SUB HEADING 8 GENERAL.

Restricted Clearance of Limitations for NAFDU exercise only
Operation is 40,000 feet

Further to Sea Vampire F MK.20 CS(A) Release to the Service dated 26th November, 1948, permission is now given, for NAFDU trials only, for:- Operation to 40,000 feet.

- 2. This clearance of limitations is subjected to the following:-
 - (i) Modifications,
No. 530 To introduce rubber wedges in lieu of Perspex at ends of canopy rails and ensure correct fitment of rails.

Con.....

rails/

No. 657 To introduce annealed pilots canopy.

- (ff) Pilots should have emergency oxygen equipment prepared for instant use.

23.5.49.
P33974.

F. Holroyd.
A.D.R.D.N.

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SUB HEADING 8 GENERAL.

Sea Vampire F Mark 20
Clearance of Limitations
Catapulting

Further to Sea Vampire F Mark 20 CS (A) Release to Service dated 26th November, 1948 and to clearance of Limitations dated 16th March, 1949, permission is now given for:-

Catapulting

- 2. This clearance of Limitations is subject to the following:-

- (i) Weight Limitations - Maximum permissible overload weight for free or catapulted take-off and for flying, subject to gentle manoeuvres is 12,700 lbs.

- (ii) (a) Catapulting is permissible at normal loadings and with 100 gallon drop tanks from both BH3 and BH5 catapults up to the maximum weight of 12,700 lbs.

- (b) This clearance is subject to the conditions given in the following R.A.F. Naval Department diagrams:-

- No. 1397 Sea Vampire Mark.20. Operating limitations for catapulting from BH5 gear.

- No. 1398 Sea Vampire Mark.20. Operating limitations for catapulting from BH3 gear (i)-(16) (Colossus, Indefatigable, Illustrious class).

- No. 1399 Sea Vampire Mark.20. Operating limitations for catapulting from BH3 gear (17) Magnificent.

- (c) Pending trials, clearance for catapulting is subject to the bridle retainer being removed and the bridle allowed to go free at the end of the launching stroke. This will mean an expenditure of one bridle per launch.

- 3. Essential Modification. This clearance of limitations is conditional on embodiment of the following essential modifications.

- No. 1025 To introduce catapulting headrest for pilot.

- 4. Handling Instructions. Pilot's Notes, which are now in course of preparation, will cover operation in accordance with this clearance.

23.5.49.

F. Holroyd.
AD./R.D.N.

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Series V. No.150

Date. _____

VAMPIRE AIRFRAME 4; GENERAL CIRCULATION.

SUB HEADING 8 GENERAL.

Special Flying Instruction Org 43.

Vampire Mark FB5 aircraft-Restriction on Rocket Firing.

Special Flying Instruction Org 41 issued as signal OX.2797 April 27th (NOT to M.O.S. Establishments) restricted RP firing on the Vampire FB5 aircraft, to the INBOARD stations ONLY due to the possibility that the front R.E. struts of the two OUTBOARD stations might be struck by either the RP motor fin or the rear saddle during launching of the RP thereby causing damage to the wing section or bolts holding the front RP strut.

S.T.I./Armament/55 was introduced to overcome the defect and S.F.I. Org.41 was cancelled.

Further cases of failure have occurred after the S.T.I./ARM/55 has been satisfied and the restriction imposed by S.F.I./41 is therefore re-introduced. Immediate enquiry is being instituted, meanwhile NO RP firing from outboard stations is to be carried out. Inboard stations remain unaffected.

NOTE: The above S.F.I./Org.43 is forwarded to M.O.S. Establishments for information. If rocket firing is to be carried out, permission is to be obtained from R.D. Arm.I and R.D.L.IA until restriction is removed.

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TECHNICAL NEWS SHEET

SERIES V - NO.151 3 DATE 23.8.49.

VAMPIRE AIRFRAME GENERAL CIRCULATION
SUB HEADING 7 FUSELAGE ASSEMBLY

TO ADD A REINFORCING PLATE ON GUN BLAST TUBES - INTRO.
VAMPIRE F.1. F.3. EB.5.

Class. B2. A.M. Mod. NO. Vampire. 697.

This modification introduces strengthened nose under fairing panels (incorporating blast tubes). The tubes on the existing panels have tended to burst - along the seam due to faulty welding.

SUB HEADING 7 FUSELAGE ASSEMBLY.

TO ADD A REINFORCING PLATE ON GUN BLAST TUBES - INTRO.
SEA VAMPIRE F.20.

Class. B.2. A.M. Mod.No. Sea Vampire. 697.

This modification introduces stringhened nose under fairing panels (in coroporating blast tubes). The tubes on the existing panels havd tended to burst along the seam due to faulty welding.

SUB HEADING 7 FUSELAGE ASSEMBLY.

COLD AIR SUPPLY FOR CABIN COOLING - INTRO.
VAMPIRE F.1 (Press.) F.3. EB.5.

Class. C.3. A.M. Mod.No. Vampire. 533.

This modification introduces an additional cold air supply line on the right hand side of the fuselage nose feeding a punkah louvre on the instrumen panel. The extra air obtained obviates overheating of cockpit - as experienced in tropical conditions.

Con.....

Con. No. 151

? ? ? G 7 FUSELAGE ASSEMBLY.

ANNEALED PILOTS CANOPY - INTRO.
VAMPIRE F.1. (Press). F.3. HB.5.

Class B.2.

A.M. NO. Vampire. 675.

This modification introduces an annealed canopy as such treatment lessens the tendency to craze and also reduces the altitude limitation.

SUB HEADING 23 INSTRUMENTS.

DELETION OF BURNER PRESSURE GAUGE.
VAMPIRE MKS. F.1. F.3. and HB.5.

Class C.3.

A.M. Mod. No. Vampire. 680.

This modification deletes the burner pressure gauge as it is no longer a requirement.

SUB HEADING 7 FUSELAGE ASSEMBLY.

ANNEALED PILOTS CANOPY - INTRO.
SEA VAMPIRE F.20. F.21.

Class. C.3.

A.M. Mod. No. Sea Vampire. 675.

This modification introduces an annealed canopy as such treatment lessens the tendency to craze and also reduces the altitude limitations.

SUB HEADING 7 FUSELAGE ASSEMBLY.

COLD AIR SUPPLY FOR CABIN COOLING - INTRO.
SEA VAMPIRE F.20. F.21.

Class. S.00.

A.M. Mod. No. Sea Vampire. 533.

This modification introduces an additional cold air supply line on the right hand side of the fuselage nose feeding a panel louvre on the instrument panel. The extra air obtained obviates overheating of the cockpit - as experienced in tropical conditions.

SUB HEADING 10 MISCELLANEOUS EQUIPMENT.

STORAGE PILOTS NOTES - INTRO.
SEA VAMPIRES F.20. F.21.

Class. C.3.

A.M. Mod. No. Sea Vampire. 620.

Further to Technical News Sheet Nos. V. 127 & V. 142, included herewith is amendment No. 2. to the above modification.

/M.L.

SUB HEADING 10 MISCELLANEOUS EQUIPMENT.STORAGE FOR PILOTS NOTES - INTRO.VAMPIRES F.1.F.3.BB.5Class. G.3.A.M. Mod. No. Vampire. 620

Further to Technical News Sheet Nos. V.119 & V.136, included herewith is Amendment No. 2 to the above modification.

SUB HEADING 14 SERVICES AIRCRAFT.REDESIGNED PRESSURE HEAD MOUNTING BRACKET - INTRO.SEA VAMPIRE F.1.F.3.BB.5Class. C.3.A.M. Mod. No. Vampire. 411.

Further to Technical News Sheet No. V. 147, included herewith is Amendment No. 1 to the above modification.

SUB HEADING 14 SERVICES, AIRCRAFT.REDESIGNED PRESSURE HEAD MOUNTING BRACKET - INTRO.SEA VAMPIRE F.20.Class. C.3.A.M. Mod. No. Sea Vampire. 411.

Further to Technical News Sheet No. 147, included herewith is Amendment No. 1 to the above modification.

SUB HEADING 11 ELECTRICAL INSTALLATIONSUB HEADING 16 UNDERCARRIAGE.TO RERUN CABLE ON UNDERCARRIAGE WHEEL DOOR.VAMPIRE MKS. 1.3. and .5.Class. C.3.A.M. Mod. No. Vampire. 652.

Further to Technical News Sheet No. V. 119, included herewith is Amendment No.1 to the above modification.

SUB HEADING 1 ARMAMENT.WING BOMB CARRIER AND FAIRINGS (REMOVABLE PARTS) - INTRO.VAMPIRE MK. 5.Class. S.O.O.A.M. Mod. No. Vampire. 387.

Further to Technical News Sheet No. V. 82, included herewith is Amendment No. 1 to the above modification.

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DE HAVILLAND SERVICE

TECHNICAL NEWS SHEET

SERIES V NO.152

DATE 24.8.49

VAMPIRE AIRFRAME GENERAL CIRCULATION
SUB HEADING 16 UNDERCARRIAGE.

- A. Special Technical Instruction/Vampire/23.
Main Wheel Outer Covers of Dunlop manufacture - Incorrect marking.
- B. (i) Vampire Aircraft Marks 1,3, and FB.5.
(ii) Sea Vampire Marks 20 and 21.
(iii) All spare outer covers Stores Ref. 27A/2087.
- C. The main wheel outer covers manufactured by Dunlops for fitment to Vampire and Sea Vampire aircraft are supplied to two part numbers i.e. F.C.R. 16N Stores Ref. 27A/2222 and F.C.R. 17N. Stores Ref. 27A/2087.

For Vampires Marks 1 and 3 and Sea Vampire Mark 21, either of the two covers supplied by Dunlop's can be used.

For Vampires Mark FB.5 and Sea Vampire Mark 20, however, in view of the increased all-up weight of the aircraft, it is essential that, of the two outer covers manufactured by DUNLOP'S F.C.R. 17N (27A2087) ONLY should be fitted.

It has been found that a number of the lighter construction covers, (FOR.16N) have been marked during manufacture with the part number, OR stores reference number of the stronger construction cover FOR. 17N.

Outer covers which may have been supplied by other type manufactures to reference-number 27A/2087 are not affected.

- D. (i) Not later than may DAILY Servicing all Vampires and Sea Vampire aircraft are to be examined and action taken to ensure that the correct outer covers are fitted.
Outer covers which are correctly manufactured as FCR.17N (27A/2087) can be identified as follows:-
 - (a) Are clearly marked on the outer cover's side wall with BOTH the Dunlop PT No. FCR.17N AND the stores Ref. No. 27A/2087).
 - or
 - (b) Were manufactured subsequent to September 1948. The date of manufacture is part of the manufacture's serial indicated on the outer cover side wall.

Con.....

The numerals preceding the letter in the serial number gives the month and the year of manufacture.

e.g. 108F1234 shows that the outer cover was manufactured in the 10th month of 1948. 19F1234 indicates ^{that} the outer cover was manufactured in the 1st month of 1949.

- (ii) Where incorrectly marked outer covers are fitted to Vampire Mark FB.5. or Sea Vampire MK.20 they are to be replaced with correct outer covers immediately. On Vampire Marks 1 and 3 and Sea Vampires Mark 21 the exchange, where necessary, is to be effected at the first convenient opportunity.
- (iii) Incorrectly marked outer covers and any which cannot be definitely identified are to be returned to Dunlop Rubber Co. Ltd. Service Department Port Dunlop, ERDINGTON BIRMINGHAM for re-marking, quoting this S.T.I as authority.
- (iv) Action as above is to be taken on all spare outer covers as soon as possible but before issue.

E. Record on Form 701 (or 1125 as applicable.)

F. NIL.

G. NIL.

/M.

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DE HAVILLAND SERVICE

TECHNICAL NEWS SHEET

DATE 29.9.49.

VAMPIRE AIRFRAME GENERAL CIRCULATION
SUB HEADING 8 GENERAL.

CS (A) Release to the Service of Sea Vampire F Mark 21

The Sea Vampire F Mark 21 is a special conversion of the Vampire F Mark 3 for the purpose of developing carpet landing technique. It resembles the Sea Vampire F Mark 20 in embodying provision for catapulting and arresting, increased area landing and brake flaps, long travel undercarriage and strengthened nose wheel. It has a strengthened belly for "carpet" landing which has necessitated deletion of the gun installation, to compensate for which, additional ballast is carried in the nose. This strengthened has made maintenance to engine and fuselage equipment more difficult. VHF is the only radio fitted.

2. To meet the Admiralty request to make these four special Vampires available to increase NARFU establishment, and bearing in mind their short coming as indicated above, I am prepared to release these aircraft for use by the Royal Navy in temperate and tropical climates from land aerodromes (prepared runways only). This release is conditional upon the embodiment of the essential modifications listed in Appendix 1 and the restrictions shown below.

3. You may care to inform the Service of the following points:-

(i) Weight Limitations.

- (a) The maximum permissible overload weight for take-off from prepared runways, and for flying, subject to gentle manoeuvres, is 12,100 lb.
- (b) The maximum permissible weight for all forms of flying is 10,500 lb.
- (c) Except in emergency the aerodrome (prepared runways) landing weight must not exceed 10,500 lb.

(ii) The limitations specified in CS(A), Release for Sea Vampires F. Mark 20 dated 26th November, 1948, and subsequent amendments are applicable to these special Vampires

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Con.....)

Instructions to Service.

In view of the small number of Sea Vampire F MARK 21, special Publications, including Pilot's Notes, will not be issued and Sea Vampire F Mark 20 Pilot's Notes should be referred to as appropriate. Pending issue of Sea Vampire 20 Pilot's Notes Reference should be made to AP. 4099C - Pilot's Notes for Vampire F MARK 20.

A special Weight Sheet Summary for Sea Vampire F Mark 21 is being issued.

Appendix I.

Sea Vampire Mark 21 C.S. (A) Release dated 7.49.

Essential Modifications.

- 1. General.
- Mod. 276 - Modified Tail plane.
- 315 - Strengthened bell crank on canopy release lever.
- 362 - Modified Elevator Trimmer Tab.
- 364 - To improve the mounting of the main fuel tank.
- 391 - To introduce reinforcing in wing for the improved chassis and A.T.O. gear.
- 413 - To introduce 11 in. main oleo with natural rubber seals and Lockheed 22 fluid.
- 429 - To revise attachment of wing flexible fuel tank fittings.
- 479 - To introduce natural rubber sole in nose wheel.
- 483 - To introduce drain hole and internal protective treatment in elevator balance weight.
- 489 - To introduce switch in cockpit to assist engine starting.
- 590 - Modification to nose wheel structure.
- 604 - To strengthen main wheel doors.
- 610 - To introduce a 20 lb. elevator inertia weight.
- 614 - To redesign screws fixing jack operating lever to oleo.
- 1004 - To introduce mods. of tail cone to take deck hook and ATO gear including A frames and hook.
- 1005 - To introduce mods. to rib No.1 to take deck hook and ATO gear.
- 1006 - To introduce modified type brakes.

Con.....

Sheet 3.

Mod. 1007 - To introduce modified flaps including hinges on wing.

" 1012 - Mods. to fuel system.

" 1035 - To reinforce Rib. 2.

2. Night Operation.

Mod. 1011 - To introduce night flying equipment and deck landing lights.

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TECHNICAL NEWS SHEET

SERIES V No. 154

DATE 20.9.49

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB-HEADING 18 WING ASSEMBLY.

- A. Special technical instruction/Vampire/25 - Buckled flanges on Mainplane Rib 2 stiffener channel
- B. Vampire MK5, and sea Vampire MK20, only.
- C. Cases have been reported of mainplane Rib 2 stiffener channels being found buckled. It has been ascertained that buckling occurred during production.
- D. At next Minor Servicing, remove inboard wing tank doors and tanks. Inspect top of stiffener channel for buckling in accordance with Repair Drg, RODD.194. The length of "waves" of buckles must NOT BE LESS THAN 3.0" and maximum deflection of buckles must not exceed .03" Where the length of the wave is less than 3" or ^{the} deflection exceeds 0.03" the stiffener is to be straightened by tapping out buckles in the approved manner.
- E. Record on Form 701 (or 1125 as applicable).

/M.L.

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DEHAVILLAND SERVICE

TECHNICAL NEWS SHEET

SERIES V NO. 155

VAMPIRE AIRFRAME, GENERAL CIRCULATION

SUB HEADING 4 FLYING CONTROLS.

- A. Special Technical Instruction/Vampire/24. Rudder Controls - Incorrect ball bearings in rocking levers and possible mal-treatment ~~form~~ of ends connected to same.
- B. Vampire Mark One aircraft with modification 46 embodied and all modification 46 kits held in store.
- C. Under-width ball races have been fitted in top ends of rocking levers, Pt. Number J.001462 (two port two starboard) connected to castings situated on bottom of rear of tail boom. Also possible that jaws of cable fork ends embracing these ball races have been pinched together to reduce clearance. Jaws that haven't been pinched together may have fractured at base. Fig.8 of AP. 4099A shows parts just above and to the left of words "View on port side"
- D. — Before next flight disconnect rudder cables at top of these rocking levers and examine ball bearings which should be sks. 132498 and should fit between jaws of forks without excessive clearance. Incorrect races provided about ^{ON} tenth inch excessive clearance. Also examine fork end jaws for signs of fracture if pinched together. Fork ends found with jaws pinched together ^{ARE} ~~and~~ to be regarded as unserviceable. Pending further early instructions under-^{with} ~~width~~ ball races are to be regarded as unserviceable.
- E. Record on Form 701 (or 1125) and appropriate forms or labels of modification kits.
- F. Report detailed results of inspection to RDA (Defects) by signal stating location of any parts found defective.
- G. Particulars of remedial action follows.

/M.

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DEHAVILLAND SERVICE
TECHNICAL NEWS SHEET

ASST. ENGINEER ... DATE: 15.9.49

SERIES V No. 156
VAMPIRE AIRFRAME GENERAL CIRCULATION
SUB HEADING 12 FUEL SYSTEM.

TO DECREASE THICKNESS OF THE EYE END ON 100 GALLON DROP TANK SUSPENSION BOLT - INTRO.
VAMPIRE ONLY.

Class. B.2 A.M. Mod. No. Vampire. 730

This modification decreases the diameter of the suspension bolt eye end, on the 100 gallon drop tank, to obviate the case where, owing to the end being machined to top limits, it jammed in the release gear.

SUB HEADING 10 MISCELLANEOUS EQUIPMENT.

FIXED FITTINGS FOR TWO STAGE AMBER OR BLUE - INTRO.
VAMPIRES F.1. (PRESSURISED) F.3., FB.5.

Class. C.3. A.M. Mod. No. Vampire. 605

This modification introduces the fixed parts necessary for the installation of two stage amber or blue.

SUB HEADING 12 FUEL SYSTEM

REDESIGNED FUEL FILLER CAP FOR DROP TANK - INTRO.
VAMPIRE F.1., F.3., FB.5.

Class. C.4. A.M. Mod. No. Vampire. 424

This modification introduces a redesigned fuel filler cap for the drop tank having an increased flange thickness and manufactured from an improved material to prevent the flange shearing in service.

Con.....

SUB HEADING 12 FUEL SYSTEM

REDESIGNED FUEL FILLER CAP FOR DROP TANKS - INTRO.

SEA VAMPIRE MKS. F.20 F.21.

Class C.3.

A.M. Mod.No. Sea Vampire. 424

This modification introduces a redesigned filler cap for the drop tank having an increased flange thickness and manufactured from an improved material to prevent the flange shearing in service.

SUB HEADING 6 ENGINE INSTALLATION

GYRO GUNSIGHT RECORDER CAMERA - INTRO.

VAMPIRE FB.5.

Class. B.2.

A.M. Mod. No. Vampire. 400

Further to Technical News Sheet No. V. 129, included herewith is Amendment No.1 to the above modification.

copy

TECHNICAL NEWS SHEET

SERIES V NO. 157

DATE 20.9.49.

VAMPIRES AIRFRAME, GENERAL CIRCULATION
SUB HEADING 4 FLYING CONTROLS.

The following is an amendment to Technical News Sheet V 155:-

Special Technical Instruction/Vampire/24A
(Amending STI/Vampire/24)

Rudder Controls - Incorrect ball bearings in rocking
levers and possible mal-treatment of cable fork ends
connected to same.

Special Technical Instruction/Vampire/24, issued under this H.Q. postagram ref. Vampire/RDA Defects/83B dated 26th August 1949 is to be amended as follows:

Para.D Delete last sentence
unserviceable".

"Pending further....."

Insert new sentence

"Provided jaws of forks have NOT been pinched together, under-width ball races may be regarded as serviceable until next MINOR Servicing when they are to be replaced by correct bearings."

.....

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V

No 158



DATE 10.10.49

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

VAMPIRE AIRFRAMES, GENERAL CIRCULATION
SUB HEADING 10 MISCELLANEOUS EQUIPMENT.

REMOVABLE PARTS FOR TWO STAGE AMBER. - INTRO.
VAMPIRE MKS. F.1 (PRESSURISED) F.3. and FB.5.

Class. S.O.O.

A.M. Mod. No. Vampire. 606.

This modification (which is companion and consequential to mod. Vampire 605) introduces the removable parts for the two stage amber installation to conform to an Air Ministry requirement.

SUB HEADING 10 MISCELLANEOUS EQUIPMENT.

REMOVABLE PARTS FOR TWO STAGE BLUE - INTRO.
VAMPIRE MKS. F.1 (PRESSURISED) F.3. and FB.5.

Class. S.O.O.

A.M. Mod. No. Vampire. 667

This modification (which is companion and consequential to mod. Vampire 605) introduces the removable parts for the two stage blue installation to conform to an Air Ministry requirement.

SUB HEADING 7 FUSELAGE ASSEMBLY.

IMPROVED CANOPY SEAL - INTRO.
SEA VAMPIRE F.20, F.21.

Class. C.4.

A.M. Mod. No. Sea Vampire. 699

This modification introduces a new canopy seal of improved design to overcome the failures which have been reported with the existing type. (Note. This mod. cancels Vampire Mod. 316 - Modified canopy seals).

Con.....

SUB HEADING 7 FUSELAGE ASSEMBLY.TO IMPROVE THE OPERATION OF THE NON RETURN VALVE
IN CANOPY SEAL LINE - INTRO.
SEA VAMPIRE F.20, F.21.Class. C.3.A.M. Mod. No. Sea Vampire. 724

This modification introduces an improved banjo bolt for the canopy seal non return valve, as it has been found, at the Contractors Works, when using the ground test rig a leak can occur at the N.R valve thus permitting the canopy seal to deflate when the power is cut off.

SUB HEADING 23 INSTRUMENTS.DELETION OF BURNER PRESSURE GAUGE.
SEA VAMPIRE Mks. F.20 F.21.Class. C.3.A.M. Mod. No. Sea Vampire. 680

This modification deletes the burner pressure gauge as it is no longer a requirement.

SUB HEADING 23 INSTRUMENTS.FLUORESCENT TYPE JET PIPE TEMPERATURE GAUGE IN LIEU
OF LUMINOUS TYPE - INTRO.
VAMPIRE F.1. F.3. FB.5.Class. B.2.A.M. Mod. No. Vampire. 496

This modification introduces a fluorescent jet pipe temperature gauge in lieu of the existing luminous type, necessitated by the introduction of U/V cockpit lighting.

(Note. This leaflet is issued for the embodiment of the Mod. on Overseas Aircraft. only). The Mod. is to be embodied concurrently with mod. Vampire 3 -U/V cockpit lighting.

SUB HEADING 7 FUSELAGE ASSEMBLY.IMPROVEMENTS TO GUN INSTALLATION - INTRO.
VAMPIRE F.1.F.3. FB.5.Class. C.3.A.M. Mod. No. Vampire. 589

This modification introduces various improvements to the cannon installation, as requested by Eng.2 and R.D.L.1 (a) to facilitate easier assembly.

SUB HEADING 7 FUSELAGE ASSEMBLY.IMPROVEMENTS TO GUN INSTALLATION - INTRO.
SEA VAMPIRE F.20.Class. C.3.A.M. Mod. No. Sea Vampire. 589

This modification introduces various improvements to the cannon installation, as requested by Eng.2 and R.D.L. 1 (a), to facilitate easier assembly.

SUB HEADING 12 FUEL SYSTEMTO INTRODUCE A DESIGNED FILLER CAP IN BRASS IN LIEU
OF DURAL FOR WING TANKS. Mks. 20 & 21.Class. C.3.A.M. Mod. No. Sea Vampire. 739

This modification introduces a brass filler cap, Marston Excelsior Part. No. BM.1593/14 in lieu of a dural filler cap, Marston Excelsior Part. No. BM. 1257 for Nos. 1 and 4 wing fuel tanks, as the present dural caps have a tendency to seizure of the threads due to the fact that they screw into an aluminium faucet on the tank.

SUB HEADING 12 FUEL SYSTEMTO INTRODUCE REDESIGNED FILLER CAP IN BRASS IN LIEU
OF DURAL FOR WING TANKS.
VAMPIRE Mks. 1,3,5.Class. C.3.A.M. Mod. No. Vampire. 739

This modification introduces a brass filler cap, Marston Excelsior Part. No. BM. 1593/14 in lieu of a dural filler cap, Marston Excelsior Part No. BM. 1257 for Nos. 1 and 4 wing fuel tanks, as the present dural caps have a tendency to seizure of the threads due to the fact that they screw into an aluminium faucet on the tank.

SUB HEADING 6 ENGINE INSTALLATIONTO CORRECT WIRING OF MK.3 GR IFF INSTALLATION - INTRO.
VAMPIRE Mks.F.1 F.3. FB.5. FB.7 and F.8.Class. C.3.A.M. Mod. No. Vampire. 659

Further to Technical News Sheet No. V.144, included herewith is Amd.1.

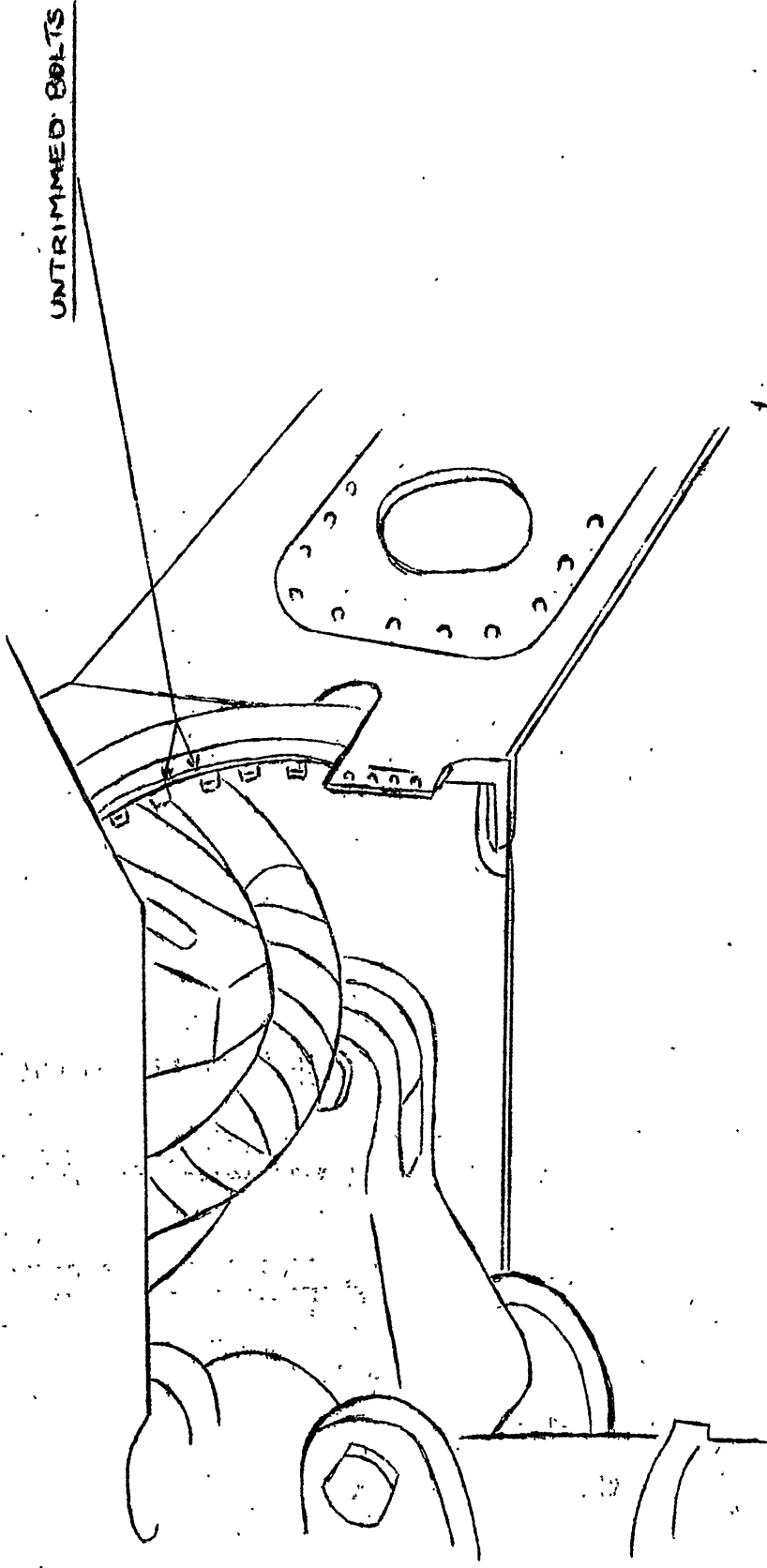
SUB HEADING 6 ENGINE INSTALLATIONTO CORRECT WIRING OF MK.3. GR IFF INSTALLATION - INTRO.
SEA VAMPIRE MK.F.20.Class. B.2.A.M. Mod. No. Sea Vampire. 659

Further to Technical News Sheet No. V.144, included herewith is Amd.1.
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TECHNICAL NEWS SHEET

SERIES V No. 159DATE 17.10.49.ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETINVAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 16 UNDERCARRIAGE.

- A. Special Technical Instruction/Vampire/28
Hydraulic hose from undercarriage jack becoming trapped between
Rib No.3 bolts and hinge pick-up radius rod.
- B. Vampire Mk. 1, 3, 5. Sea Vampire Mk. 20, 21.
- C. Cases have occurred of failure fully to lower undercarriage due to the hydraulic hose from undercarriage jack becoming trapped between surplus threads of bolts in Rib. No.3 and hinge pick-up radius rod, thereby restricting the hydraulic pressure resulting in failure of system.
- D. At the daily servicing, bolts on Rib No.3 are to have surplus threads cut off in accordance with repair Drg No. R.00D209.
- E. Record on Form 700 (or 1125 as applicable).
- F. Nil.
- G. Modification Vampire 785, introduces a clip to secure jack hose.



UNTRIMMED BOLTS

UNDERNEATH VIEW OF J/C BAY

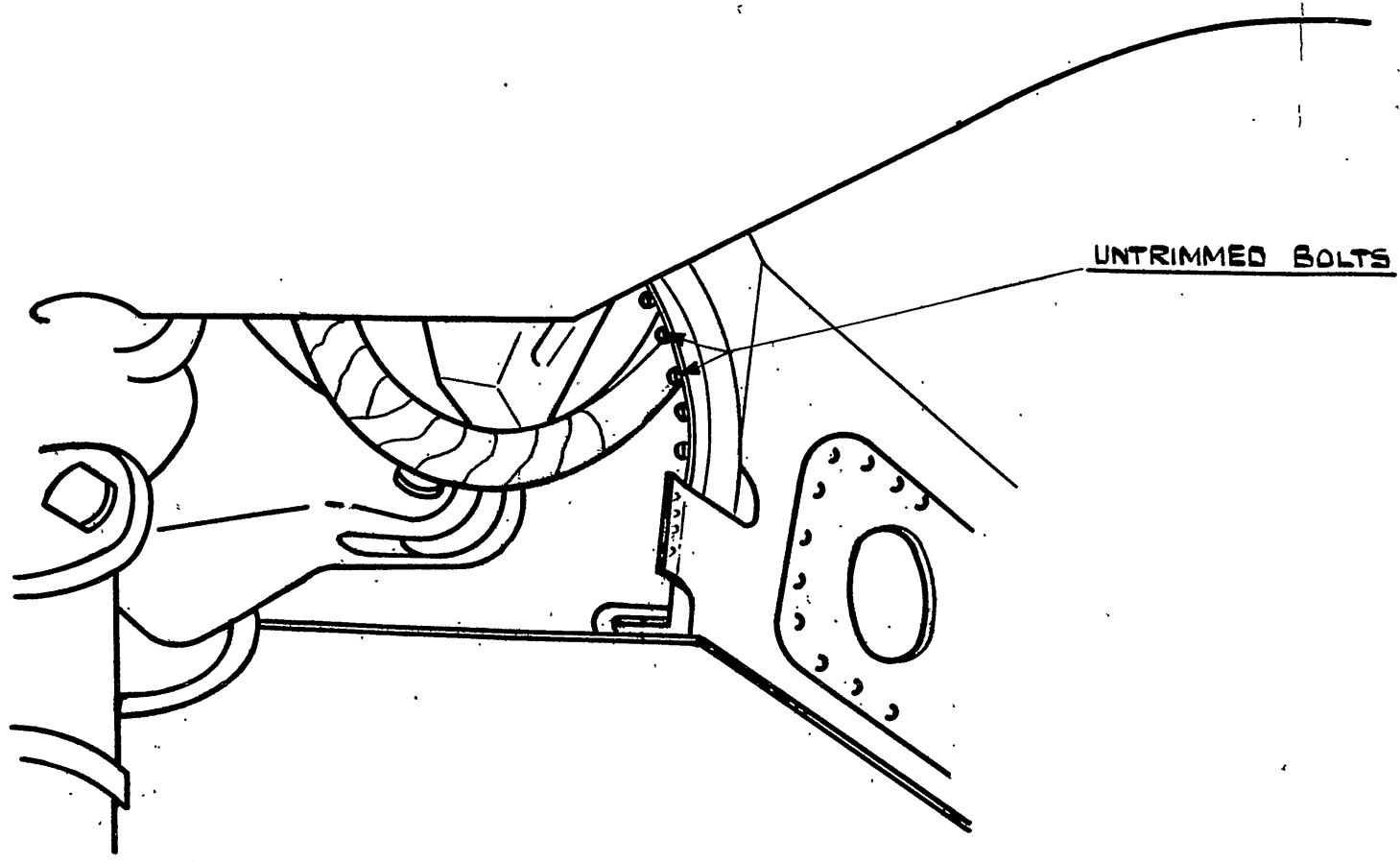
VAMPIRE (ALL MKS) REPAIR DRG NO R.00D209

SKETCH SHOWING

HOSE FOULING B&B 3 BOLTS

ISSUE 1.

V.159 (CON.) Sheet 2.



UNTRIMMED BOLTS

UNDERNEATH VIEW OF 1/2 BAY.

THE DE HAVILLAND AIRCRAFT CO., LTD.,
HATFIELD, HERTS.

M/c TYPE	M/c REG. No.	REPAIR TO:-	DR. BY	APP. BY	R.00D20
<u>VAMPIRE</u>	ALL MKS	<u>SKETCH SHOWING HOSE FOULING RIBS BOLTS.</u>	P.K.		

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 160



DATE 17.10.49.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION

SUB-HEADING 8 GENERAL.

CS(A) Release to the Service of Sea Vampire F. Mark. 21.

The Sea Vampire F Mark 21 is a special conversion of the Vampire F Mark 3 for the purpose of developing carpet landing technique. It resembles the Sea Vampire F Mark 20 in embodying provision for catapulting and arresting, increased area landing and brake flaps, long travel undercarriage and strengthened nose wheel. It has a strengthened belly for "carpet" landing which has necessitated deletion of the gun installation, to compensate for which, additional ballast is carried in the nose. This strengthening has made maintenance to engine and fuselage equipment more difficult. VHF is the only radio fitted.

2. To meet the Admiralty request to make these four special Vampires available to increase NAFDU establishment, and bearing in mind their short coming as indicated above, I am prepared to release these aircraft for use by the Royal Navy in temperate and tropical climates from land aerodromes (prepared runways only). This Release is conditional upon the embodiment of the essential modifications listed in Appendix 1 and the restrictions shown below.

3. You may care to inform the Service of the following points:-

(i) Weight Limitations.

- (a) The maximum permissible overload weight for take-off from prepared runways, and for flying, subject to gentle manoeuvres is 12, 100 lb.
- (b) The maximum permissible weight for all forms of flying is 10, 500 lb.
- (c) Except in an emergency the aerodrome (prepared runways) landing weight must not exceed 10,500 lb.

(ii) The limitations specified in CS(A) Release for Sea Vampire F Mark 20 dated 26th November 1948, and subsequent amendments are applicable to these special Vampires.

Con.....

4. Instructions to Service.

In view of the small number of Sea Vampires F Mark 21, special Air Publications, including Pilot's Notes, will not be issued and Sea Vampire F Mark 20 Publications should be referred to as appropriate. Pending issue of Sea Vampire 20 Pilot's Notes Reference should be made to AP. 4099C - Pilot's Notes for Vampire F Mark 3.

A special Weight Sheet summary for Sea Vampire F Mark 21 is being issued.

APPENDIX I

Sea Vampire Mark 21 C.S. (A) Release dated
7.49 - Essential Modifications.

1. General.

Mod. 276 - Modified Tail plane.

- " 313 - Strengthened bell crank on canopy release lever.
- " 362 - Modified Elevator Trimmer Tab.
- " 364 - To improve the mounting of the main fuel tank.
- " 391 - To introduce reinforcing in wing for the improved chassis and L.T.O gear.
- " 413 - To introduce 11 in. main olco with natural rubber seals and lockheed 22 fluid.
- " 429 - To revise attachment of wing flexible fuel tank fittings.
- " 479 - To introduce natural rubber olco in nose wheel.
- " 483 - To introduce drain hole and internal protective treatment in elevator balance weight.
- " 489 - To introduce switch in cockpit to assist engine starting.
- " 590 - Modification to nose wheel structure.
- " 604 - To strengthen main wheel doors.
- " 610 - To introduce a 20 lb. elevator inertia weight.
- " 614 - To redesign screws fixing jack operating lever to olco.
- " 1004 - To introduce mods. of tail cone to take deck hook and L.T.O gear including L frame and hook.
- " 1005 - To introduce mods. to rib No.1 to take deck hook and LTO gear.
- " 1006 - To introduce modified type brakes.

Con.....

Mod. 1007 To introduce modified flaps including hinges on wing.

" 1012 Mods. to fuel system.

" 1035 To reinforce RIB.2.

2. Night Operation.

Mod. 1011 To introduce night flying equipment and deck landing lights.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 161



DATE 18.10.49

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 16 UNDERCARRIAGE

16 ft./sec. Sea Vampire Legs

In order to overcome some of the troubles we have been experiencing with the general structure of the sea Vampire, we are introducing shortly a new main undercarriage also.

Part numbers of this new leg will be, Port L.I.R. 53560 and Starboard L.I.R. 53561.

The leg will be quicker in operation having a 16.ft./sec. action. The inflation pressures to use on this new type of leg is 380 lbs./sq.in and it should be topped up with Lockheed 22 fluid. Special care must be taken that no mineral oil or grease gets in contact with the plunger tube.

When these new legs are fitted the tyre pressures are to be 99 lbs./sq.in. The nose wheel also pressure and the nose wheel tyre pressure is to remain as before.

.....

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V _____ 162 _____



DATE 26.10.49

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION SUB HEADING 12 FUEL SYSTEM

SCHEDULE FOR FUEL SYSTEM FLOW TESTS VAMPIRE AIRCRAFT

METHOD.

Disconnect the fuel line at (1) engine driven fuel pump inlet for tests 'a'
and (2) at low pressure cock outlet for test 'b'.

Aircraft to be in level flight altitude.

TESTS.

(1) Main Tank.

With 30 gallons of fuel in the main tank only, the fuel flow is not to be less than:-

- (a) 200 g.p.h. with booster pump 'off'.
- (b) 650 g.p.h. with booster pump 'on'.

(2) Wing Tanks.

With 25 gallons of fuel in No.1 wing tank only the fuel flow is not to be less than:-

- (a) 160 g.p.h. with booster pump 'off'.
- (b) 650 g.p.h. with booster pump 'on'.

Each tank is to be checked individually.

- (c) With tank doors off. and the tanks suitably supported put sufficient fuel in Nos. 2,3. & 4 wing tanks to check for leaks at the inter-tank balance pipe connections.

Flows may be checked by either:-

- (a) Measuring can and stop watch

Con.....

(b) Fuel flow rig to Drawing J.21052, returning fuel to No.4 tank filler cap. For tests 2 (a) and (b) flow requirements should be maintained for 20 secs. minimum.

(3) Drop Tanks.

0 - 5 lbs/sq.in. pressure gauges to both drop tank filler caps. An air supply of not less than 50 lbs./sq.in. and not more than 75 lbs/sq.in. should be connected to the high pressure inlet connection of the reducing valve mounted at the bottom of the engine bulkhead.

Fuselage tank to be empty.

Fill each drop tank with 25 gallons of fuel. The rate of transfer from each drop tank is not to be less than 150 g.p.h. with a pressure of $2\frac{1}{2}$ - $2\frac{3}{4}$ lbs/sq.in. in each tank. Both tanks must empty within one gallon.

The fuselage tank should then be filled completely and 5 gallons put in each drop tank. The fuel transfer pipes may now be checked for leaks by pressurising the drop tanks.

(4) Fuel pressure warning light switch on low pressure filter outlet to be set at $1\frac{1}{2}$ P.S.I.

(5) Flow figures quoted in (b) and 2(b) should be achieved with a battery voltage of 24 Volts at booster pump.

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TECHNICAL NEWS SHEET

SERIES V No 163



DATE 27.10.49.

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

VAMPIRE AIRCRAFT, GENERAL CIRCULATION
SUB HEADING 12 FUEL SYSTEM

- A. Special Technical Instruction/Vampire/26. Fuel leaks from Hycar Flexible Fuel Tanks No. 3 & 4, port and starboard at area adjacent to vent elbow attachment.
- B. Vampire Mk. 3 and 5.
- C. Cases have been reported of Hycar Flexible Fuel Tanks, introduced by modification Vampire/625 leaking around vent elbow attachment rings due to the use of hose jointing of insufficient length, which pulls the vent elbows off the horizontal, resulting in the surrounding skin of tank becoming torn.
- D. At the next Daily Servicing, remove inspection panels over vent connection at wing tanks No. 3 & 4 port and starboard and check length of hose connections. Where length of hoses is found to be 3" they are to be changed for hose connections of 4" length (Part No. of hose DHS 159-G-40). At the same time, ensure that the mounting flanges of the vents on the tanks lie square and horizontal to avoid buckling of top skin of tanks. Where any signs of damage is found, tanks are to be changed.
- E. Record on Form 701 (or 1125 as applicable).
- F. Nil.
- G. Modification action being taken by Messrs. Marstons to strengthen the tank skin around vent elbow attachments. Marston modification T.7 refers.

.....

DE HAVILLAND SERVICE

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TECHNICAL NEWS SHEET

SERIES V No 164



DATE 3110.49.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 18 WING ASSEMBLY.

ELONGATION OF HOLES IN TOP AND BOTTOM MAINPLANE SKINS.

Vampire Mk. 1.3. & 5. Sea Vampire Mk. 20 21.

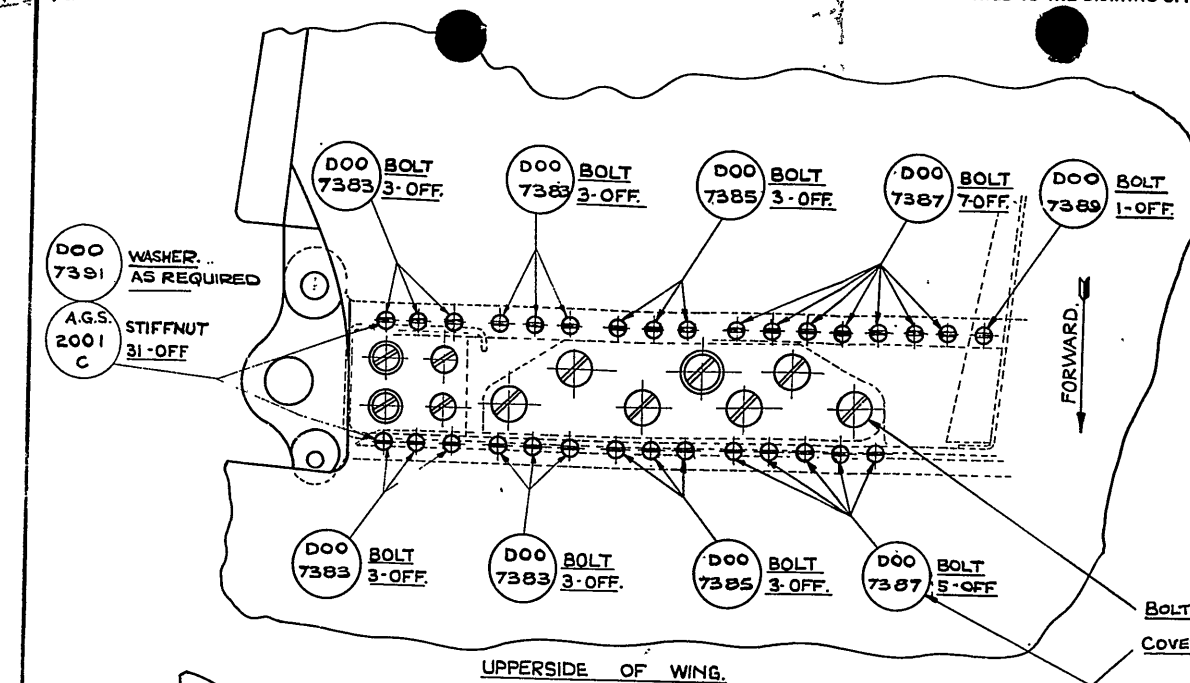
Cases have been reported of elongated holes in top and bottom mainplane skins, adjacent to root end fittings, due to slackness of bolts and rivets securing skin to the main spar booms in the above area becoming loose. In some cases the bolts and rivets will be noticed to be "tilting" towards wing root on the top and towards the tip on the underskin.

At the next Daily Servicing inspect bolts for slackness. If less than 50% of bolts are slack, normal flying is permissible. If more than 50% are found slack, flying is to be restricted to not more than 4G.

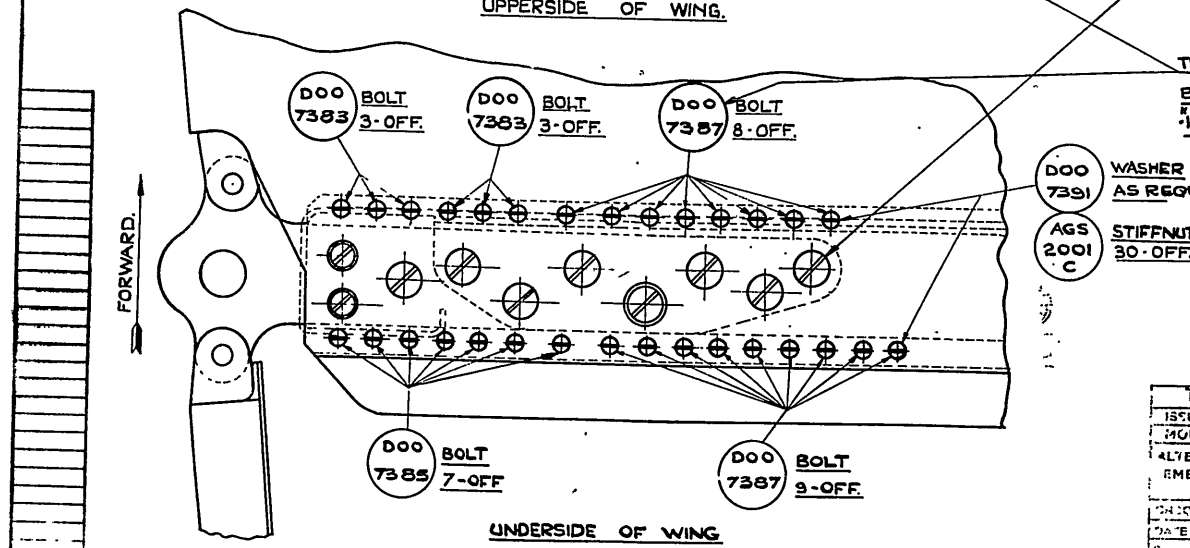
Examine rivets and if ANY are found 'tilted' the aircraft is to be grounded and rectified to Drg. R. OOD8 Issue.4.

IMPORTANT. Care should be taken when making these checks that no confusion arises with 'crazing' or cracking of paint finish and the filler. This characteristic shows after very little flying and is not a sign that movement is occurring. The rivets must be checked for 'tilting' in accordance with Drg. R.OOD22K.

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UPPERSIDE OF WING.



UNDERSIDE OF WING

PROCEDURE

1. INSPECT WINGS TO DRG. R00D221.
2. IF ANY BOLTS OR RIVETS ARE DEFECTIVE, ALL BOLTS AND RIVETS MUST BE CHANGED, AND THEREFORE REMOVED.
3. OPEN OUT HOLES WITH NO.3 DRILL AND REAM 7/32 DIA.
4. COUNTERSINK HOLES TO SUIT NEW BOLTS.
5. FIT NEW BOLTS, WASHERS, AND NUTS.

NOTE. IF ANY BOLTS HAVE BEEN CHANGED TO PREVIOUS ISSUES OF THIS DRAWING, CARE MUST BE TAKEN TO ENSURE THAT THE REPAIR NUTS R00D206 (7/32) ARE NOT USED ON THE 28.A. THREADS.

NOTE IT IS IMPORTANT THAT ALL SCREWDRIIVER SLOTS IN THE BOLTS SHOULD BE AS SHOWN ON THIS DRAWING, I.E. IN LINE WITH THE ϕ OF THE SPAR. THE FINAL TIGHTENING UP MUST BE DONE ON THE NUT.

BOLTS SECURING MAIN FITTING NOT COVERED BY THIS REPAIR SCHEME.

NOTE TO CARRY OUT THIS REPAIR ON MK5 + MK20 AIRCRAFT IT WILL BE NECESSARY TO REMOVE THE R.P. STIFFENER SEE REPAIR DRG. NO R00D 226

THREADED LENGTH OF THESE BOLTS MUST BE REDUCED BY .18 TO CLEAR SPAR BOOM.

THIS REPAIR INCORPORATES MOD VAM 805.

THE DE HAVILLAND AIRCRAFT CO. LTD. HATFIELD, HERTS.						
ISSUE NO	1	2	3	4	5	6
MOD NO						
ALTERATION EMBODIED	NEW DRG.	PT NO R00D 206 WERE A15Y DT.	7/32" DIA DRILL WAS AMENDED	NOTE 4 AMENDED	BOLTS, NUTS & WASHERS ALTERED NOTES AMENDED.	HOLES WERE DRILLED 7/32 DIA NOTED RE-LENGTH OF BOLT WAS REVALUED
CHECKED		<i>Carroll</i>	<i>Carroll</i>	<i>Carroll</i>		
DATE OF MOD.		25-8-49		12-10-49	28-10-49	
Stress Approval						
FINISH	MATERIAL	SPEC.	DESCRIPTION		PART No	
			CORRECTION OF			

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TECHNICAL NEWS SHEET

SERIES V

NO 165



DATE 1.11.49.

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

VAMPIRE, SPITFIRE, GENERAL CIRCULATION

SUB HEADING 16 UNDERCARRIAGE.

- A. Special Technical Instruction/Vampire/29 Spitfire 67/Scafire 71
Main Landing Wheels Inner Tube - Fouling of inflation Valve Stem.
- B. (i) Vampire Mk. 1, 3 FB.5.
(ii) Sea Vampire Mk. 20, 21.
(iii) Spitfire Mk. F.21, F.22. (With mod. 1573 embodied).
(iv) Spitfire Mk. 24.
(v) Sea Fire Mk. 45, 46. (With Mod. 489 embodied).
(vi) Sea Fire 47.
(vii) All stocks of inner tuber 27A.2255.
- C. Cases have been reported on Spitfire and Vampire aircraft of the valve stems on main landing wheels fouling the wheel well structure when the undercarriage is in the "UP" position. This has been found to occur when inner tubes ref. 27A.2255 of FIRESTONE manufacture, Part.No. ZB.9, are used and is due to the fact that the inner tube valve fitted to the Firestone tubes is longer than that fitted to the inner tubes supplied by other manufacturers to the same reference number.
- D. 1. At the earliest opportunity and not later than the next minor servicing, all aircraft are to be inspected and, where fitted with an inner tube ref: 27A.2255 of Firestone manufacture, Part. No. ZB.9, this is to be discarded and replaced with an alternative inner tube ref. 27A.2255 of Dunlop manufacture, Part No. FC.9 or Goodyear manufacture G.42.
2. All stocks of inner tubes 27A.2255 are to be similarly checked and the Firestone inner tubes are to be disposed of under current authorised procedure.
3. Assembled wheels held as spares are to be examined before fitment.
- E. Record on Form 701 (or 1125 as applicable).
- F. Nil.
- G. Nil.

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TECHNICAL NEWS SHEET

SERIES V No 166DATE 18.11.49.ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETINVAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 12 FUEL SYSTEMVAMPIRE MK. I CENTRE FUEL TANKS.

Your attention is drawn to the possibility of fitting, in error
a solid type fuel tank Filler Cap to the fuselage Tank on Vampire I aircraft.

Vampire Mod: 260 deletes the inward venting filler cap on the wing tanks but it is imperative that the inward venting cap is fitted to the fuselage tank.

A case has occurred recently where a solid type cap was fitted to the centre tank and on running the engine the fuselage tank collapsed.

You are requested to ensure that all engineering personnel working on Vampire aircraft are aware of this.

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HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V

No. 167



DATE 18.11.49

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 4 CONTROLS FLYING.

LUMINOUS POINTER AND MARKINGS ON TAIL TRIM INDICATOR - INTRO.
VAMPIRE MKS. F.3. and FB.5.

Class. C.3.

A.M. Mod. No. Vampire. 760

This modification introduces a luminous pointer and markings on the tail trim indicator since this item is not at present illuminated by the existing cockpit lighting.

SUB HEADING 7 FUSELAGE ASSEMBLY.

REDESIGNED CANOPY, - INTRO.
VAMPIRE MKS. F.1 (PRESSURISED) F.3 and FB.5.

Class D.4.

A.M. Mod. No. Vampire. 727

This modification which supersedes Mods. 224, 258, 412, 530 and 675, introduces a redesigned cockpit canopy with improved all round characteristics (being completely interchangeable with the existing item) thus removing all height and operational limitations as experienced with the existing canopy.

SUB HEADING 18 WING ASSEMBLY.

TO INTRODUCE IDENTIFICATION MARKINGS
FOR FUEL TANK DOOR SECURING BOLTS.
SEA VAMPIRE MK. F.20.

Class. B.2.

A.M. Mod. No. Sea Vampire. 720.

This modification introduces identification markings on the fuel tank doors in order to clarify the positions of the attachment bolts.

Con.....

SUB HEADING 7 FUSELAGE ASSEMBLY.TO STRENGTHEN THE ATTACHMENT OF THE BEVEL PINION TO THE
HANDLE SPINDLE (CANOPY WINDING GEAR) - INTRODUCTION.
SEA VAMPIRE F.20, F.21.Class. B.2.A.M. Mod. No. Sea Vampire. 761.

This modification introduces an H.T.S. bolt, connecting the winding handle and bevel gear, in lieu of the existing taper pin, which it has been reported, has sheared in service. Holes are also added in the gear box casing to permit the removal of this bolt without dismantling the box to simplify future servicing.

SUB HEADING 11 ELECTRICAL INSTALLATIONMODIFIED U/C LOCK SOLENOID - INTRO.
VAMPIRE F.3, FB.5.Class. D.4.A.M. Mod. No. Vampire. 500

This modification introduces a modified undercarriage lock solenoid (on the engine control box) which incorporates a smaller bobbin. This then permits the solenoid supply cable to pass between the bobbin and the casing without the chafing that was experienced with the original, larger, bobbin.

SUB HEADING 14 SERVICES AIRCRAFTTO IMPROVE SILENCING OF CABIN PRESSURISING SYSTEM - INTRO.
SEA VAMPIRE MK.F.20.Class. C.3.A.M. Mod. No. Sea Vampire 690

This modification introduces a silencer for the cabin blower, as reports show that excessive noise is present from the cabin pressurising system when the Marshall blower is running.

SUB HEADING 14 SERVICES AIRCRAFTTO IMPROVE SILENCING OF CABIN PRESSURISING SYSTEM - INTRO.
VAMPIRE MK. F.1 (PRESSURISED) F.3, and FB.5.Class. C.3.A.M. Mod. No. Vampire. 690

This modification introduces a silencer for the cabin blower, as reports show that excessive noise is present from the cabin pressurising system when the Marshall Blower is running.

SUB HEADING 14 SERVICE AIRCRAFT.REPOSITIONING OF OXYGEN CHARGING POINT.
VAMPIRE MKS. F.1 and F.3.Class. C.3.A.M. Mod. No. Vampire. 293.

This modification repositions the oxygen charging point to facilitate easier charging.

Con.....

TECHNICAL NEWS SHEET

SERIES V

No 168



DATE 29.11.49.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 6 ENGINE INSTALLATION

- A. Special Technical Instruction/Goblin 5 - Fuel Control Valve, stiffness in operation of control valve plunger.
- B. All Goblin 2 engines with Mk.2, 4 or 6 Fuel Control Valves,
- C. Several cases have been reported of slight stiffness in the operation of the fuel control valve plunger,.....
- D. 1. At the first opportunity or when stiffness of the control valve plunger is encountered, disconnect the fuel pipe connections and controls from the fuel control valve and remove the fuel control valve from the engine having first ascertained the relative radial position of the control valve plunger Part Number, 72078 to the control valve cylinder and bush. Failure to observe this may result in the plunger being reassembled differently (i.e. 180° from its original radial position).
- 2. Remove cover control valve plunger Part Number, 70572 from the control valve body complete with slow running adjusting screw N. 3338 and Locknut N. 354.
- 3. Unlock the tabwasher N. 3766 locking the bolt N. 3344 securing the stop collar Part 24986 to the end of the control valve plunger. Remove the bolt and stop collar from the plunger and withdraw the plunger from the control valve.
- 4. Remove the Plate cover seal Part. No. 70573. Remove the seal and the collar seal Part. No. 23448. Care must be taken to ensure that this seal and collar are not mixed with the seal and collar from the opposite side of the fuel control valve as the collar length is fitted and filed to ensure that the seal is not crowded.
- 5. Remove the dust cover plate 21563, the washer dust seal 21565, the seal cover plate, the seal and seal collar from the other side of the control valve body.

Con.....

6. Clean and dry the plunger and the internal surfaces of the control valve cylinder and bush.
 7. Lap the plunger into the cylinder and bush with metal polish stores Ref. 33D/157 using a reciprocating and helical movement. Experience has shown that lapping for a period of approximately 10 minutes normally produces the desired improvement, and accordingly plungers are to be lapped for a minimum of 10 minutes or until the surface of the plunger is satisfactorily smooth and any "tight spot" is removed, taking care that the lapping is not overdone.
 8. Thoroughly clean and dry the plunger and the control valve cylinder and bush. Reassemble the components of the control valve ensuring absolute cleanliness. Ensure that the seals and collars are replaced in their correct position, as advised in para 4 above. Should any damage to the seal be suspected, however small, the seal must be renewed.
 9. The nuts securing cover dust seal Part. No. 21563 are to be tightened down progressively and evenly to guard against any malalignment of the cylinder control valve. During the tightening of the nuts the plunger is to be reciprocated slowly so as to verify that the plunger is perfectly free within the cylinder and bush.
 10. Having fully assembled the fuel control valve refit the fuel control valve to the engine.
 11. Reconnect the control operating link to the plunger ensuring that the plunger is in the same radial position as mentioned in Para.1 re split - pin the link shackle pin.
 12. Reconnect and lock the control to the H.P. cock.
Reconnect the fuel pipe connections to the fuel control valve and wire lock the pipe unions.
 13. Check the operation of the control valve plunger from the cockpit lever. Effect a false start to prime the fuel system and carry out a ground run and checks for fuel leakage in accordance with A.P. 4121B Vol.2. Part.3. Section 2 Chapter 2. Carry out checks of throttle operation whilst the plunger seals are pressurised during ground run.
 14. In the event that ground or flight test shows that the functioning of the plunger is not satisfactory, recourse to further lapping of the plunger in the cylinder may be necessary.
- E. Record on Form 701 (or 1125 whichever is applicable).
- F. Nil.
- G. Nil.

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TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 169



DATE 1.12.49.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION SUB HEADING 18 WING ASSEMBLY.

Servicing Instruction/Vampire/12A
(amending SI/Vampire/12) on Technical News Sheet V. 164.

Elongated holes in top and bottom mainplane skin adjacent to root end fittings.

Further to Technical News Sheet V. 164 it has now been decided to ease, as far as possible, the conditions outlined in the above mentioned Servicing Instruction. SI/Vampire/12 is therefore to be amended as follows:-

Para D. Delete this paragraph in toto. Substitute new para. (D) below:

- D. At next and each subsequent DAILY Servicing, examine bolts for slackness and rivets for "tilting" in accordance with Drawing No. R.OOD. 221, issue.2.
- (i) If NO rivets are "tilted" and more than 50% of the bolts are tight, normal flying is permissible.
 - (ii) If NOT MORE than 4 rivets are "tilted" (up to .002") and 60% or more bolts are tight, normal flying is permissible.

NOTE. 1. Care should be taken when checking for "tilted" rivets that no confusion arises with "crazing" or cracking of paint finish and the filler. This characteristic shews after very little flying and is not a sign that movement is occurring. The rivets must be checked for "Tilting" in accordance with Drg.No. R.OO.D. 221 Issue.2.

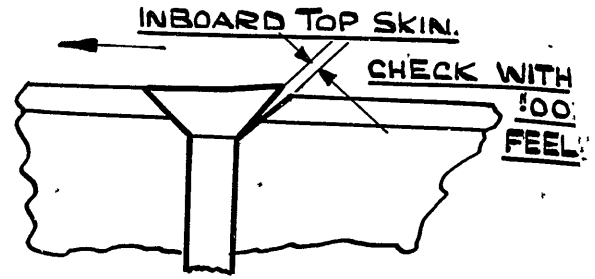
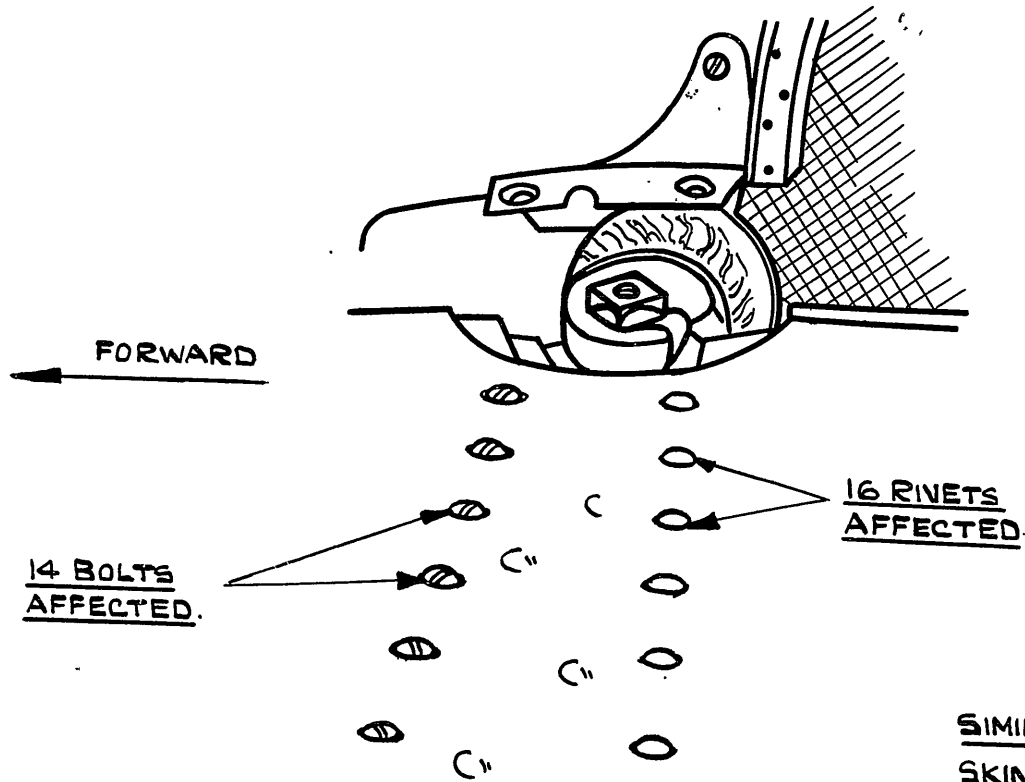
NOTE 2. As an interim measure, pending embodiment of Mod. Vampire 805, it is permissible to tighten bolts, where by doing so, aircraft can be brought within the conditions detailed in para.D(i) or (ii) above. Instructions for tightening bolts are as follows:

Con.....

Sheet.2. M

- (a) Remove fuel tank No.1 in accordance with instructions contained in the relevant AP, Vol. 1. Sect.5.
- (b) Remove fuel tank structure.
- (c) Remove cold air pipe, that passes through lightening hole in spar web. (To remove bolt securing pipe to Rib No.1 it will be necessary to remove engine cowlings and work from inside. The connection at other end is accessible through hand-hole provided in bottom skin).
- (d) Turn bolts to bring screwdriver slots running spanwise and hold in this position while tightening nuts from inside wing. On MK. 5 aircraft it will be found that bolts outboard of Rocket Post Support Channel are re-accessible but that only a few of those inboard will be able to be tightened. The number possible to tighten will vary according to the dexterity of the operator, but it should be possible to obtain results to bring the number of tight bolts to the required percentage. Lock nuts by painting with quick drying Bostik Cement 321, Stores Ref. 33C/594.

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VIEW SHOWING FAILURE OF RIVET.

SIMILAR FAILURE OCCURS ON BOTTOM SKIN THE DIRECTION OF FAILURE BEING REVERSED.

VIEW ON TOP SKIN LOOKING INBOARD ON WING JOINT.

THE DE HAVILLAND AIRCRAFT CO., LTD, HATFIELD HERTS.	M/C TYPE	M/C REGN. No.	REPAIR TO:- <u>INSPECTION OF BOLTS AND RIVETS AT ROOT END FITTINGS.</u>	DR. BY	APP. BY	R.00D 221 ISSUE - X-2
	<u>VAMPIRE</u>			P.K.	<i>[Signature]</i>	

TECHNICAL NEWS SHEET

SERIES V No 170DATE 14.12.49ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 7 FUSELAGE ASSEMBLY.

- A. Special Technical Instruction/Vampire/30. Embodying 30A.
Safety Harness - Incorrect positioning of Lap Strap Anchorage Points.
- B. All Vampire aircraft with Mod. Vampire/166 (strengthened seat and seat attachments) embodied.
- C. Reports have been received indicating that the lap straps of the safety harnesses are unsatisfactory in Vampire aircraft fitted with strengthened pilot's seat, Part No. B.001079A in that insufficient vertical restraint is provided when the straps are correctly adjusted.

Investigations reveal this to be the result of incorrect positioning of the strap attachment brackets on the seat and remedial action lies in repositioning the brackets.

- D. At next convenient opportunity and in any case not later than the next MINOR servicing, the following action is to be taken on all Vampire aircraft fitted with the strengthened type seat as introduced by Mod. Vampire/166:-
1. Remove the safety harness anchorage release control from the starboard side of the seat.
 2. Remove the seat from the aircraft.
 3. Remove the lap strap anchorage brackets (burrs should be removed from the ends of the bolts to avoid damage to the seat during removal of the bolts).
 4. Remove the upholstery screw which protrudes through the seat immediately below the port bracket position.
 5. Using a No.12 drill, drill out the rivet located one pitch lower than the bottom bolt hole for the anchorate plates on both Port and Starboard sides of the seat.

Con.....

V. 170 (Con.....)

Sheet.2.

- 6. Replace the lap strap anchorage brackets in a position one rivet pitch lower than originally, using new bolts and nuts Stores Ref. 28D/8310 and 28M/5566 respectively. Burr over ends of bolts to ensure efficient locking of nuts.
 - 7. Drill through port bracket to accommodate upholstery screw and replace screw.
 - 8. Mark out and drill port side of seat to accommodate anchorage release control in position as shown in attached sketch.
 - 9. Replace seat in aircraft and fit anchorage release control in position on port side of seat. NOTE:- Control to be bolted direct to seat, the fibre distance piece to be discarded.
- E. Record on Form 701 (or 1125 as applicable).
- F. Nil.
- G. Vampire/Mod. 782 - Embodiment of this modification will eliminate the need for compliance with this S.T.I.

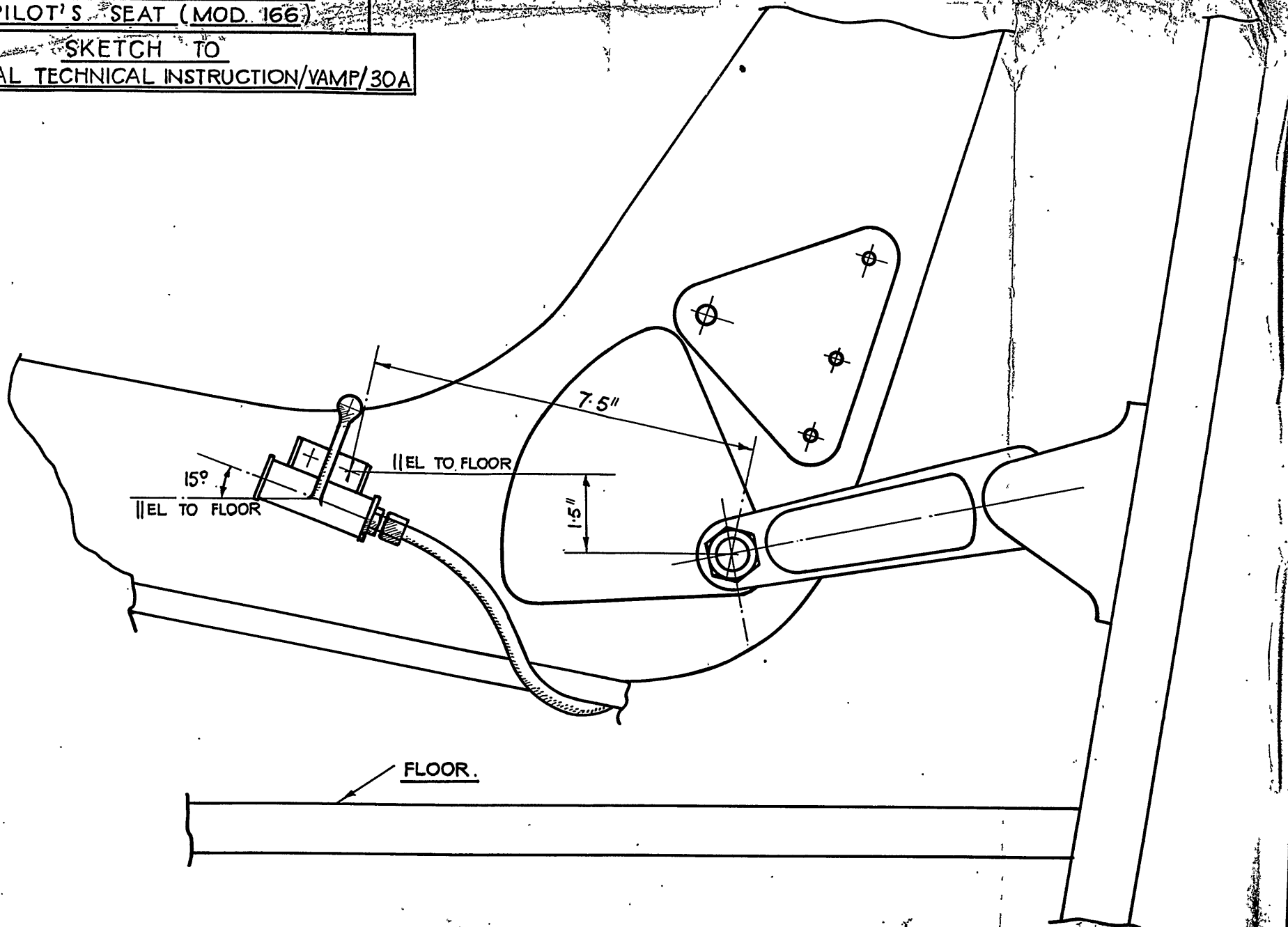
V. 170 (Con.....)

Sheet.2.

- 6. Replace the lap strap anchorage brackets in a position one rivet pitch lower than originally, using new bolts and nuts Stores Ref. 28D/8310 and 28M/5566 respectively. Burr over ends of bolts to ensure efficient locking of nuts.
 - 7. Drill through port bracket to accommodate upholstery screw and replace screw.
 - 8. Mark out and drill port side of seat to accommodate anchorage release control in position as shown in attached sketch.
 - 9. Replace seat in aircraft and fit anchorage release control in position on port side of seat. NOTE:- Control to be bolted direct to seat, the fibre distance piece to be discarded.
- E. Record on Form 701 (or 1125 as applicable).
- F. Nil.
- G. Vampire/Mod. 782 - Embodiment of this modification will eliminate the need for compliance with this S.T.I.

CUT-AWAY VIEW OF PORT SIDE
PILOT'S SEAT (MOD. 166)

SKETCH TO
SPECIAL TECHNICAL INSTRUCTION/VAMP/30A



ENG. I. D. O. REF. N^o ENG I/623 DATE 5.12.49 F. CURZON.

DE HAVILLAND SERVICE

HATFIELD, HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES: V No. 171



DATE 13.12.49

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION SUB HEADING 18 WING ASSEMBLY.

TO REPLACE EXISTING BOLTS AND RIVETS AT SKIN
ATTACHMENT TO WING ROOT WITH BOLTS IN FITTING - INTRO.
VAMPIRE MKS. F.1, F.3 and FB.5.

Class. B.2.

A.M. Mod. No. Vampire. 805.

This modification replaces the existing bolts and rivets at skin attachments to main spar at the wing root, by bolts in fitting holes following reports of the wing skin bolts working loose and the rivets tilting. The top surface and also the underside of the wing is affected by this modification which supersedes and is authority for cancelling S.I. Vampire. No.12B.

SUB HEADING 19 GROUND EQUIPMENT.

TO MODIFY THE WING JACKING PAD- INTRO.
SEA VAMPIRE MKS. 20 & 21.

Class. B.2.

A.M. Mod. No. Sea Vampire. N.2005.

This modification provides for the alteration of existing jacking pads to suit the strengthened undercarriage (introduced on Mod. 413) as the wheel fairing fouls the tripod of the wing lifting jack. The off set spigots are to be replaced by one central spigot which must register in the inboard hole in the wing. This will provide the necessary clearance, and obviate possible damage to the fairing.

SUB HEADING 7 FUSELAGE ASSEMBLY.

ADDITIONAL IMPROVEMENTS TO CANNON INSTALLATION - INTRO.
VAMPIRE F.1. F.3. FB.5.

Class. C.3.

A.M. Mod. No. Vampire. 688

This modification introduces a number of improvements to the cannon installation namely, (A) Modification of the inner cut outs on bulkhead No.2. aft face to enable easier removal of cannons (B) repositioning of eyebolts, and addition of spruce blocks, on the cannon beam to give magazine stay tubes better
Con.....

better/

clearance through bulkhead No.2. (C) alteration of "Cover plate for tank pipes" and introduction of new clamp blocks above ammunition box.

SUB HEADING 11 ELECTRICAL INSTALLATION

ADDITIONAL MARKINGS ON CABLES AT STARTER MOTOR - INTRO.

SEA VAMPIRE F.20 & F.21.

Class. B.2.

A.M. Mod. No. Sea Vampire. 657

This modification introduces additional markings at the starter motor end of the two cables leading to the starter panel and the G.S. socket respectively to avoid cables being connected wrong way round on starter motor.

SUB HEADING 7 FUSELAGE ASSEMBLY.

STRONGER SIDE SCREENS AS A TEMPORARY MEASURE - INTRO.

SEA VAMPIRE Mks. F.20 F.21.

Class. B.2.

A.M. Mod. No. Sea Vampire. 735

This modification introduces strengthened solid windscreen side panels as the existing 'sandwich' type have tended to crack in service. This modification is a temporary measure pending the reconsideration of the windscreen design.

SUB HEADING 23 INSTRUMENTS.

RECALIBRATED FUEL CONTENTS GAUGES IN COCKPIT - INTRO.

VAMPIRE Mks. F.3. FB.5.

Class. C.4.+

A.M. Mod. No. Vampire. 624

This modification introduces new fuel contents gauges on the bottom centre instrument panel, all of which are calibrated at 5 degrees angle of incidence. The redundant gauges were calibrated with the aircraft rigged at 'Nought' degrees angle of incidence, thus giving an incorrect reading when read in level flight at 5 degrees angle of incidence.

SUB HEADING 23 INSTRUMENTS.

RECALIBRATED FUEL CONTENTS GAUGES IN COCKPIT - INTRO.

SEA VAMPIRE Mks. F.20. F.21.

Class. C.4.

A.M. Mod. No. Sea Vampire. 624

This modification introduces new fuel contents gauges on the bottom centre instrument panel, all of which are calibrated at 5 degrees angle of incidence. The redundant gauges were calibrated with the aircraft rigged at 'Nought' degrees angle of incidence, thus giving an incorrect reading when read in level flight at 5 degrees angle of incidence.

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TECHNICAL NEWS SHEET

SERIES V

NO 172



DATE 21.12.49.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 7 FUSELAGE ASSEMBLY.

Proposed Vampire S.T.I. in connection
with Fouling of front screen

- A. Special Technical Instruction/Vampire/-
Fouling of front screen by Mk. IVE G.G.S. Recorder.
- B. Vampire Aircraft Mks. 1, 3, 5, 20.
- C. When Mk. IVE G.G.S. is fitted, fouling occurs between G.G.S.
Recorder and the front screen of Pilot's windscreen.
- D. When Mk. IVE G.G.S. is being fitted check for clearance between
Recorder and front screen.
Where a foul exists it will be necessary to replace existing block between
gun sight bracket and dashboard with a thicker one.
Using existing packing block as pattern make new block in L.F.S.
L.A. or Brass (not steel) either 1" thick or build up existing
packing block by addition lamination up to 1". Existing bolts will
have to be replaced by suitably longer ones.
- E. Record on Form 701 (or 1125 as applicable).
- F. Nil.
- G. Modification/Van/695 Class A.4.

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Con.....

SUB HEADING 18 WING ASSEMBLY.

Servicing Instruction/Vampire/12B ||
(Further amending SI/Vampire/12)

Elongated holes in top and bottom mainplane skin adjacent to root end fittings.

Continued removal of the root end fillets is undesirable and it has been decided to amend the conditions under which the fillets are removed, subsequent to the initial inspection.

It has also been agreed that the degree of rivet "tilt" (at present .002") may be increased to .003".

SI/Vampire,12as amended by SI/Vampire12A is to be further amended as follows:-

Para.D. Line 1 Delete words "and next subsequent."

Para.D sub-para (ii) Delete ".002" and insert ".003"

Para D. Add new sub-para. (iii) below -

"(iii) At each subsequent DAILY Servicing, examine VISIBLE bolts for tightness. If no further bolts have loosened removal of the root end fillets for examination of rivets and bolts is unnecessary. If additional bolts have loosened, the fillets are to be removed to ascertain if the conditions outlined in sub-paras, (i) and (ii) obtain."

It should be noted that the percentage of bolts and the number of rivets mentioned in sub-paras. (i) and (ii) of Para.D. refer to ANY ONE joint and not to the overall number of bolts or rivets. It is also important when checking bolts for tightness that the operation is performed with a standard 6" ratchet screwdriver and no attempt is made to tighten the bolts but only to check their present tightness.

Para G Delete existing para.(G) Insert new para. (G) below:

(G) Modification Vampire/805, Class B,2. approved".

SUB HEADING 14 SERVICES, AIRCRAFT

- A. Servicing Instruction/Vampire/13 - Testing of Fire Warning Light and Flame Switch Circuit.
- B. Vampire Mks. 1, 3 and 5 Sea Vampire 20 & 21.
- C. It is necessary to test the operation of fire warning light more frequently than at present called for by existing Vampire Servicing Schedules.
- D. (i) At next and following Weekly Servicings, check the fire warning light by the manual operation of the port rear flame switch only, A.P. 1095A Vol. 1, Sect.6, Chap.8, Para 29 refers.
(ii) At next and following Minor and Major Servicings check the complete flame switch and fire warning lamp installation. AP. 1095A Vol.1. Sect.6. Chap.8. paras. 29 and 30 refers.
- E. Record on Form 700 and make appropriate entry in Supplementary Record Sheet in servicing Schedules.
- F. Nil.
- G. Nil. The relevant Servicing Schedules will be amended.

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TECHNICAL NEWS SHEET

SERIES V

NO 173



DATE

22.12.49.

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

VAMPIRE AIRFRAME. GENERAL CIRCULATION
SUB HEADING 16 UNDERCARRIAGE.

CLIP FOR BRAKE HOSE - INTRO.
VAMPIRE MKS. F.1. F.3. & FB.5.

Class. C.3.

A.M. Mod. No. Vampire. 767

This modification introduces a clip for the brake hose, on the main undercarriage doors, to prevent the hose chafing and kinking, causing the brakes to overheat due to pressure not being released.

SUB HEADING 16 UNDERCARRIAGE.

TO INTRODUCE A DRAIN HOLE AT TOP OF NOSE WHEEL
FORK AND IMPROVE GREASING FACILITIES ON NOSE WHEEL
CROSS SHAFT

VAMPIRE MKS. F.1. F.3. and FB.5.

Class. C.3.

A.M. Mod. No. Vampire. 728

This modification introduces a drain hole at the top of the nose wheel fork to prevent water collecting in the recess with possible subsequent corrosion. The excess thread which is present on the pin located on the top of the radius rod is also cut back to provide clearance for greasing. The production scheme of this mod. also calls for a small portion of the armour plate to be cut away in the location of the top nose wheel fitting to improve the greasing facilities, but this is not considered a practical job for retrospective action owing to the extreme difficulty of access and the necessity for correct tools to tackle the armour plate.

Con.....

SUB HEADING 15 TAIL UNIT ASSEMBLY.TO MODIFY EMPENNAGE COMPRESSIBILITY FAIRING TO
FACILITATE MAINTENANCE OF CONTROLS - INTRODUCTION
SEA VAMPIRE MKS. F.20. F.21.Class. C.3.A.M. Mod. No. Sea Vampire. 723

This modification (A) deletes the bolt (Securing the rear end fairing to the tail boom), which is concealed by the fin tailplane fairing. Thus facilitating the removal of the rear end fairing (B) makes provision for 64 cup washers DHS. 166C to prevent the fin tailplane fairing fastening bolts from cutting into fairing. (C) provides two clearance holes in the fin tailplane fairing for rear end fairing attachment bolts.

SUB HEADING 7 FUSELAGE ASSEMBLY.ADDITIONAL IMPROVEMENTS TO CANNON INSTALLATION - INTRO.
SEA VAMPIRE MKS. F.20. F.21.Class. C.3.A.M. Mod. No. Sea Vampire. 688

This modification introduces a number of improvements to the cannon installation namely (A) Modification of the inner cut outs on bulkhead No. 2 aft face to enable easier movement of cannons. (B) repositioning of eyebolts, and addition of spruce blocks, on the cannon beam to give magazine stay tubes better clearance through bulkhead No. 2. (C) Alteration of "Cover plate for tank pipes" and introduction of new clamp blocks above ammunition box.

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TECHNICAL NEWS SHEET

SERIES V

No 174



DATE 3.1.1950

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 16 UNDERCARRIAGE.

TO INTRODUCE A DRAIN HOLE AT TOP OF NOSE WHEEL FORK
AND IMPROVE GREASING FACILITIES ON NOSE WHEEL CROSS-SHAFT.
SEA VAMPIRE MKS: F.20, and NF.21.

Class. C.3.

A.M. Mod. No. Sea Vampire. 728

This modification introduces a drain hole at the top of the nose wheel fork to prevent water collecting in the recess with possible subsequent corrosion. The excess thread which is present on the pin located on the top of the radius rod is also cut back to provide improved clearance for greasing. The production scheme of this Mod. also calls for a small portion of the armour plate to be cut away in the location of the top nose wheel fitting to improve the greasing facilities, but this is not considered a practical job for retrospective action owing to the extreme difficulty of access and the necessity for correct tools to tackle the armour plate.

SUB HEADING 12 FUEL SYSTEM

SHOULDERED GASKET AT BOOSTER PUMP OUTLET
VAMPIRE F.3. FB.5.

Class. D.4.

A.M. Mod. No. Vampire. 786

This modification introduces a "Shouldered" gasket in the booster pump outlet pipe, at the pump, so as to produce a more efficient seal. The existing flat type is liable to move out of alignment when assembled and so cause seepage of fuel. The modification is companion to Vampire Mod. 228.

Con.....

SUB HEADING 12 FUEL SYSTEM.TO CHANGE MATERIAL OF FUEL BOOSTER PUMP SUPPORTCASTING FROM DTD 59A to L. 33.SEA VAMPIRE MK. F. 20 & F. 21.Class. C.4.A.M. Mod. No. Sea Vampire. 543

This modification introduces a fuel booster pump support casting in Alum Alloy to specification L.33 to replace the existing magnesium alloy casting (Spec DTD 59A) which has been found to corrode in service.

SUB HEADING 11 ELECTRICAL INSTALLATIONTO CHANGE TERMINAL LUGS STORES REF. 5C/2326 TO5C/2447 AND 5C/2329 (FOR USE WITH KX GENERATORONLY) - INTRO.Class. D.4.A.M. Mod. No. Vampire. 684

This modification introduces two new terminal lugs Stores Ref. 5C/2447 and 5C/2329 on the cable leading from the 'Rotax generator type KX' to the suppressor, as the redundant lug Stores Ref. 5C/2326 is no longer fitted with a key way. The modification is not applicable on MK.5 aircraft when mod. Van. 393 is already fitted.

SUB HEADING 10 MISCELLANEOUS EQUIPMENTDESERT EQUIPMENT REMOVABLE PARTS - INTRO.VAMPIRE MKS. 1.3.5.Class. S.O.O.A.M. Mod. No. Vampire. 417

Further to Technical News Sheet No. V. 71 & 74, included herewith is Amendment No. 2. to the above modification.

SUB HEADING 12 FUEL SYSTEMTO DELETE INWARD VENTING FILLER CAPS ON INNER WINGFUEL TANKS - INTRO.Class. 2BA.M. Mod. No. Vampire. 260

Further to Technical News Sheet VH. 187, included herewith is Amendment No. 1 to the above modification.

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Walsley
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HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES: V No 175



DATE 13th January.1950

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 7 FUSELAGE ASSEMBLY.

Further to Technical News Sheet V. 172 dated 21.12.49
will you please insert 31 on line 1, paragraph A, making this:

A. Special Technical Instruction/Vampire/31.

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SUB HEADING 1 ARMAMENT.

Vampire aircraft - Gyro gun Sight pads.

The following copy of Air Ministry postagram ref.
A. 850886/46/Eng.2 dated 3rd November 1949 is forwarded for information
and action where necessary,

" Information has been received that a small number of Vampire
aircraft have been issued to Squadrons in the Royal Air Force without
any type of Gyro Gun Sight crash pad being fitted.

In all such cases the Gyro Gun Sight is to be removed and
returned through the normal Equipment channels suitably annotated
"no crash pad fitted".
A new Gyro Gun Sight incorporating a crash pad must then be fitted."

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TECHNICAL NEWS SHEET

SERIES V No 176



DATE 26.1.1950

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETINVAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 7 FUSELAGE ASSEMBLY.

- (A) Servicing Instruction/Vampire/14 - Incorrect locking of Gun Bay Doors, resulting in shearing of grub screws and loss of doors in flight.
- (B) Vampire aircraft, all marks.
- (C) Cases have occurred of gun bay doors being incorrectly locked, resulting in the shearing of the grub screws in sliding portion of the Ripault hook assembly, and consequent loss of doors in flight. It is suspected that this has been caused by the fact that screw heads are recessed in the door panels and are not visible. The operator must make contact with the screw-driver by feel only. When the doors are closed the hooks cannot be finally checked for correct location by visual means. These conditions result in the possibility of nuts being tightened and untightened to an extent that the grub screws were forced against ends of sliding portion resulting in the shearing of same.

D.1. At the next Daily Servicing, or when the gun bay doors are opened, whichever is the sooner, check that the grub screw in the inner sliding portion of the Ripault hook assembly has not sheared or worked loose. Where either of these conditions are found to exist, appropriate action should be taken. Particular attention must be paid to sequence of closing and securing gun bay doors to ensure security and prevention of damage to Ripault hooks. The following sequence must be rigidly adhered to

- (i) Hang the doors on hinge attachments on the fuselage.
- (ii) Extend the hooks as far as possible by screwing the adjuster in an ANTI-CLOCKWISE rotation.
- (iii) Ensure that the hook is lying in correct position to hook on to the hook bracket.
- (iv) Close the doors by hand and allow to fall open until the opening is restrained by Ripault hooks engaging in hook brackets on the opposite doors.

Con.....

(v) Screw the adjusters progressively, by turning in a CLOCKWISE rotation so that all three hooks are evenly tightened. When adjusters are felt to have come to the end of their travel, care must be exercised to prevent shearing of grub screws.

D.2. The instructions contained in Para D.1 sub-paras. (i) to (v) must be rigidly complied with at each subsequent closing of gun bay doors.

E. Record on Form 700 and make appropriate entry in Supplementary Inspection Record.

F. NIL.

G. Modification action in hand.

SUB HEADING 1 ARMAMENT.

(A) Special Technical Instruction/Vampire/32. - Incorrect assembly of Socket, Stores Ref. 5D/1389 connecting to the Maxiflux Gun Firing Units.

(B) All Vampire Mk. 5 aircraft.

(C) Cases have been reported of incorrect positioning of wire spacer in socket assembly, Stores Ref. 5D/1389, thus causing fracture of cable cores at the point where the cores are soldered into the sockets.

(d) As soon as possible, not later than the next Daily Star Servicing, examine for correct assembly, Sockets, Stores Ref. 5D/1389, used on Maxiflux gun firing units.

NOTE. Details of correct assembly are given in AP.1095B, Volume 1, Section 7, Chapter 7, Para. 14, Sub-paragraphs (a) - (i).

(E) Record on Form 701 (or 1125 as applicable).

(F) Nil. (G). Nil.

SUB HEADING 7 FUSELAGE ASSEMBLY.

Special Technical Instruction/Vampire/30B
Amending STI/Vampire/30 and 30A - Pilots Safety Harness - Incorrect
Positioning of Lap Strap Anchorage Points.

Reference is made to para "D" of STI/Vampire/30 as amended by STI/Vam/30A. It is possible, due to slight variations in the rivet pitch dimensions, that in some instances the existing holes in the lap strap anchorage brackets will not line-up with the holes in the seat when the brackets have been lowered one rivet pitch.

2. Where mal-alignment of the holes is found, action may be taken to elongate the holes in the brackets to permit fitment of the securing bolts. It is important that the holes in the brackets and not those in the seat should be elongated if necessary.

DE HAVILLAND SERVICE

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TELEPHONE HATFIELD 2345
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TECHNICAL NEWS SHEET

SERIES V No. 177  DATE 1.2.1950

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 11 ELECTRICAL INSTALLATION

TO CHANGE TERMINAL LUGS 5C/2326 to 5C/2447 AND
5C/2329 (For USE WITH KX GENERATOR ONLY) - INTRO.
SEA VAMPIRE MKS. F.20 and F.21.

Class. D.4.

A.M. Mod. No. Sea Vampire. 684.

This modification introduces two new terminal studs, Stores Ref 5C/2447 and 5C/2329 on the cable leading from the rotax generator type KX to the suppressor as the redundant type of stud is no longer fitted with a key-way.

SUB HEADING 12 FUEL SYSTEM

BOOSTER PUMP FB.11 MK.7 IN LIEU OF FB.11 MK.4K - INTRO.
VAMPIRE F.1 AND F.3.

Class. D.4.

A.M. Mod. No. Vampire. 755.

This modification which is applicable only to aircraft without Mod.228 embodied, introduces a new type of booster pump having a metal bellows gland, in place of the old MK. 4K type which has a synthetic rubber gland.

SUB HEADING 6 ENGINE INSTALLATION

TO BLANK OFF DUMP VALVE.
SEA VAMPIRE F.20, F.21.

Class. B.2.

A.M. Mod. No. Sea Vampire. PP.29.

This modification, which is a companion to and to be embodied concurrently with goblin Mod. 403 blanks off the dump valve and deletes the dump valve draining facilities. Reports show that when the engine is stopped the jettisoned fuel from the dump valve floods the deck causing slippery surface and resultant fire risk to personnel and aircraft.

Con.....

SUB HEADING 6 ENGINE INSTALLATION

GYRO GUNSIGHT RECORDER CAMERA - INTRO.
VAMPIRE FB.5 ONLY.

Class. B.2.

A.M. Mod. No. Vampire. 400

Further to Technical News Sheets Nos. V. 129 & 156, included herewith is Amendment No. 2 to the above modification.

TECHNICAL NEWS SHEET

SERIES V No. 178DATE 3.2.1950ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

V
VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 11 ELECTRICAL INSTALLATION

- A. Special Technical Instruction/Electrical/4. Accumulators Type C.
Removal of Cheese Headed Screw.
- B. Aircraft with accumulators Type 'C' installed:
- C. Cases have occurred of earthing of accumulators through contact between airframe and head of cheese headed screw located in end of accumulator terminal stud due to slackneing of screw during manipulation of bakelite terminal screws.
- D. Accumulators installed in aircraft. As soon as possible and not later than next Weekly inspection, remove cheese headed screws located in ends of terminal studs and retain screws pending further instructions.
- E. Record on Form 701 (or 1125 as applicable):
- F. Nil.
- G. Leaflet A - AP. 1085C, Vol.2 being issued to cover type C accumulators held as spares calling for removal of screws as per para. 'D' before installing in aircraft, and local orders are to be issued to ensure that this action is taken; pending the issue of the leaflet.

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TECHNICAL NEWS SHEET

SERIES V 179



DATE 9.2.1950

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

VAMPIRE AIRFRAME. GENERAL CIRCULATION
SUB HEADING 14 SERVICES, AIRCRAFT

Aeroshell Fluid (DTD 641)

For your information a slight change has been made in the composition of the above product by incorporating an additional inhibitor, known under the abbreviation NaMBT. This inhibitor is included to prevent the corrosion of copper alloy which has been experienced recently in some aircraft hydraulic systems.

Systems containing the old quality Aeroshell Fluid should not be topped up with the new containing NaMBT, otherwise excessive sludging will occur due to the formation of insoluble copper compounds which are precipitated by the NaMBT. Hydraulic systems containing the old quality fluid should be drained and, if possible, thoroughly purged and cleaned before introducing the new grade. To ensure that no confusion will arise in the mind of the aircraft operator as to which grade is being used, the new material will be clothed in containers marked "Aeroshell Fluid 8 plus NaMBT."

SUB HEADING 18 WING ASSEMBLY.

- (A) Servicing Instruction/Vampire/-
Slackening of tank door bolts in underside of port & stbd mainplanes.
- (B) Vampire Aircraft Mks. 3.5.6.50.51.52.
Sea Vampire Mks. 20. & 21.
- (C) It has been found that wing tank door bolts are liable to slacken off after various periods of flying. Resultant slackening of these tank doors transfer considerable amount of extra stress on to the top skins and wrinkling of top and slackening of rivets where top skins are attached to Stringer may occur.
- (D) At the next daily Servicing and subsequent daily servicing star check tank door bolts for slackening off, where found slack. tighten.
- (E) Record on Form 700 (or 1125 as applicable). (F) Nil. (G) Nil. Con.....

SUB HEADING 6 ENGINE INSTALLATION

- (A) Special Technical Instruction/Vampire/-
Fitting of incorrect type Graviner fire extinguisher bottle.
- (B) Vampire Aircraft Mks. 1.3.5.6.50.51. & 52.
Sea Vampire Mks. 20. & 21.
- (C) Cases have been reported of incorrect type of Graviner fire extinguisher bottle having been found fitted. As the fire extinguisher bottle has to be fitted in the horizontal position instead of the usual perpendicular position a special type of bottle with a flexible pipe inside the bottles to ensure all of the contents are discharged, is fitted to Vampire aircraft. When a standard bottle is fitted only a small amount of contents will be discharged.
- (D) At the next daily Servicing check that the Graviner bottle fitted is type 753 Stores Ref. 27N/67. Where any other type is found, it must, repeat must be replaced by one of the above type.
- (E) Record on Form 701 (or 1425 as applicable).
- (F) Nil.
- (G) Drawing amendment AS/834 adds stores Ref. No. of bottle on label on bottle mounting bracket.

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 V No. 180  DATE 17.2.1950.

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

VAMPIRE AIRFRAME. GENERAL CIRCULATION
SUB HEADING 16 UNDERCARRIAGE.

TO PROVIDE CLEARANCE BETWEEN U/C LEVER AND RIB.2.
VAMPIRE FB.MK.5.

Class C.4.

A.M. Mod. No. Vampire. 769

This modification which is consequential to Mod. Vampire 413, cuts back the jack operating lever at the top of the main undercarriage leg and also chamfers the lower edge of the lightening hole in rib No.2 to ensure clearance between these items when the undercarriage is fully retracted.

SUB HEADING 4 CONTROLS, FLYING.

TO INCREASE THE RANGE OF MOVEMENT OF THE
ELEVATOR TRIM TAB - INTRODUCTION
SEA VAMPIRE MKS. F.20, and F.21.

Class. C.3.

A.M. Mod. No. Sea Vampire. 752

This modification introduces a new control lever on the elevator trim tab (and various minor modifications to the tab) to increase the range of movement of the tab which at present is not sufficiently powerful to turn the aircraft - on approach - to forward C.G. (full Military load).

SUB HEADING 7 FUSELAGE ASSEMBLY.

ADDITIONAL IMPROVEMENTS TO CANNON INSTALLATION - INTRO.
SEA VAMPIRE MKS. F.20 & F.21.

Class. C.3.

A.M. Mod. No. Sea Vampire. 688

Further to Technical News Sheet V. 173, included herewith is Amendment No.1 to the above modification.

Con.....

SUB HEADING 7. FUSELAGE ASSEMBLY.

ADDITIONAL IMPROVEMENTS TO CANNON INSTALLATION
INTRODUCTION
VAMPIRE MKS. F.1, F.3, & FB..5.

Class. C.3.

A.M. Mod. No. Vampire. 688

Further to Technical News Sheet No. V. 171, included herewith is Amendment No.1 to the above modification.

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HATFIELD HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES V 184



DATE 23.2.1950.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION SUB HEADING 7 FUSELAGE ASSEMBLY.

TO REINTRODUCE SOLID SIDE SCREENS AS A TEMPORARY MEASURE - INTRODUCTION VAMPIRE MKS. F.1, F.3. and FB.5.

Class D.4.

A.M. Mod. No. Vampire. 735

This modifications which supersedes Vampire Mods. 261 and 392, introduces strengthened solid windscreen side panels as the existing 'Sandwich' type have tended to crack in service. This modification is a temporary measure pending the reconsideration of the windscreen design.

SUB HEADING 16 UNDERCARRIAGE.

CLIP FOR THE MAIN UNDERCARRIAGE JACK HYDRAULIC HOSES - INTRO. VAMPIRE MKS. F.1, F.3. FB.5.

Class. B.2.

A.M. Mod. No. Vampire. 785.

This modification introduces a clip for the main U/C jack hoses. Its purpose is to "Tether" these hose to the bay panel, so preventing the possibility of them obstructing the path of the leg and so causing subsequent jamming of the U/C.

SUB HEADING 16 UNDERCARRIAGE.

CLIP FOR BRAKE HOSE - INTRODUCTION SEA VAMPIRE Mks. F.20. and F.21.

Class. C.3.

A.M. Mod. No. Sea Vampire. 767

This modification introduces a clip for the brake hose, on the main undercarriage doors, to prevent the hose chafing and kinking, causing the brakes to overheat due to pressure not being released.

Con.....

SUB HEADING 16 UNDERCARRIAGE.

TO PROVIDE CLEARANCE BETWEEN U/C LEVER AND RIB NO.2.
SEA VAMPIRE MKS. F.20 and F.21.

Class. C.3.

A.M. Mod. No. Sea Vampire. 769.

This modification which is consequential to Mod. Vampire. 413, cuts back the jack operating lever at the top of the main undercarriage leg and also chamfers the lower edge of the lightening hole in Rib.No.2. to ensure clearance between these items when the undercarriage is fully retracted.

SUB HEADING 12 FUEL SYSTEM.

REDESIGNED PRESSURE REDUCING VALVES (INCORPORATING
SAFETY BLOW OFF VALVES) FOR FUEL TRANSFER SYSTEM - INTRO.
SEA VAMPIRE MK. F.20.

Class. C.4.

A.M. Mod. No. Sea Vampire. 683.

This modification introduces redesigned pressure reducing valves to protect the drop tanks, as tests have shown that in the event of the existing type of valves sticking in the open position, excessive pressures would be built up in the drop tanks.

TO CHANGE MATERIAL OF FUEL TANK SUMP CASTING AND
NEGATIVE 'G' VALVE TO ALUM ALLOY.
VAMPIRE F.MK.1 & F.MK.3.

Class. C.4.

A.M. Mod. No. Vampire. 621.

This modifications replaces the magnesium alloy fuel tank sump casting and negative 'G' valve with a new casting and valve in alum. alloy (Spec L.33 or DTD 272) to prevent corrosion.

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TECHNICAL NEWS SHEET

SERIES V No. 182



DATE 6.3.1950.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 4 CONTROLS, ENGINE.

"VAMPIRE -- ALL MARKS"

Case reported of throttle sticking in flight caused by fouling of the guard plate, (Section and reference 26FC/NIV) covering Teleflex Control of the throttle in ammunition tank compartment, port side. Defect due to damage when loading ammunition. Inspect all aircraft before next Daily Star Servicing. All cases to be subject to Form 1022 action. The attention of relevant tradesmen is to be drawn to this defect through the medium of the Flight Order Book.

S.T.I. action pending.

SUB HEADING 1 ARMAMENT.

SPECIAL FLYING INSTRUCTION Org. 46 - RESTRICTIONS ON
ROCKET PROJECTILE FIRING FROM VAMPIRE FB. MK.5. aircraft

Pending completion of trials, restrictions on R.P. firing from Vampire FB.MK.5 aircraft, imposed by Special Flying Instruction. Org.43 (our postagram Ref. 79B dated 6.8.49) and Org.44 (our postagram Ref. 79B dated 12.8.49) are relaxed to permit carriage and firing of single-stowage R.P. provided that guide rails between front and rear struts are fitted in accordance with Mod Vampire/788.

2. It is emphasized that Mod. Vampire/788 must be embodied before carriage and firing is permitted.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES V No. 183



DATE 14th March 1950.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 6 ENGINE INSTALLATION.

Power Unit Rigging Tolerances.

As a result of recent requests the following information is circulated for interest of those concerned.

The normal position of the engine in the airframe is that which gives a decline of $1^{\circ} 44'$ to the rearwards measured on the vacant engine foot attachment face on the top of the diffuser casing.

If work is done at any time affecting the engine mounting pick-up points such as Mod. 361 the following procedure should be adopted.

Install Engine Mounting, Engine and Jet Pipe

Install Jet Pipe fairing

Check clearance between Jet Pipe and fairing and ensure that this is not less than .25" at any point. If this figure is not obtained the whole must be dismantled and the shims at the engine mounting pick-up eyebolts adjusted to suit.

Note. that the allowance of .25" is a minimum for new or reconditioned aircraft and will change during Service due to a general settling of parts. No action need be taken unless actual chafing is imminent.

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DE HAVILLAND SERVICE

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TECHNICAL NEWS SHEET

SERIES V No. 184



DATE 17.3.50.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION SUB HEADING 8 GENERAL.

Release of Aircraft for Service use - Vampire FB. MK.5. Removal of Restriction on carriage and firing of R.P. When drop tanks are fitted.

1. Further to Release Notice of even reference dated 14th September 1948, Vampire FB. MK.5 aircraft fitted with two 100 gallon drop fuel tanks are hereby cleared for the carriage and firing of R.P. subject to the following limitations:-
 - (a) Gentle manoeuvres only are permitted;
 - (b) The maximum permissible overload weight for take-off from prepared runways and for forms of flying involving only gentle manoeuvres is 13,100 lb.
2. It should be noted that an all-up weight of 13,100 lb will not be achieved until the present restriction on the R.P. tier stowage installation imposed by SFI (Org)48 has been removed.
3. Existing limitations when carrying only drop tanks apply when carrying both RP and drop tanks.

Con.....

Vampire Fuel Tanks.

Vampire Mods 568 - Pacitor Gauges - and 694 - Low level connections, both affect Nos. 1 and 3 fuel tanks, and to help you in your ordering etc., the following Marstons part numbers are given:-

Existing Part. Nos.

Tank No.1.	AM. 904 P & S
Tank No.3.	AM. 906 P & S

With Pacitor gauges but not low level connections, i.e. with VAM. 568 but not VAM. 694.

Tank No.1	AM. 1103 P & S
Tank No.3.	AM. 1104 P & S

With Pacitor gauges and low level connections i.e. with mod. VAM. 568 and VAM. 694.

Tank No.1.	AM. 1157 P & S
Tank No.3.	AM. 1158 P & S

With Smith's gauges and low level connections i.e. with mod. VAM. 694 but not VAM. 568.

Tank No.1.	AM. 1189 P & S
Tank No.3.	AM. 1190 P & S

The equivalent Marstons modification to our Mod. 694 is No. T.13. and our drawings will call for the various Marston Part Numbers.

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TECHNICAL NEWS SHEET

SERIES V

No 185



DATE 27.3.50

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 1 ARMAMENT.

PLUGS GUN FIRING 5D/1389

1. This modification introduces the addition of a "Ferrule Cut - Flanges, Stores Ref. No. 5X/1383 to provide hand grip when extracting the supply plug from the Maxiflux Firing Unit, as fitted to Vampire, Hornet and Meteor aircraft.
2. To be incorporated on next Minor Servicing.
3. No special arrangement required.
4. Time to embody (Four gun supplies per aircraft) - 4 hours.
5. Parts Required:-

5X/1383 Ferrules Cut - Flange	Qty 4
28S/2864 Screws Metal Steel R.H. 6 B.A. 1/2"	Qty 8
5E/2109 Cable L.T. Duvin 7.	Qty 10 yds approx.
6. Stores Reference items:-
7. Sequence of Operations.
 - (a) Remove existing Dumet Cable and plug 5D/1389.
 - (b) Dismantle plug, discard existing assembly fixing screws.
 - (c) Prepare the ferrules cut-flange by removing by means of a file sufficient metal from the shoulder 180° apart to permit drilling and seating of 6 B.A. screws.
Drill two 6 B.A. clearance holes 180° apart in each of the ferrules using drill No. 34.
 - (d) Fit cable L.T. Duvin 7. and assemble plug 5D/1389 and secure cable by Cord Stringing Braid, 32A/94 by binding at the cut flange.
8. Inspection after modification by N.C.O. Electrician.
9. Alterations in weight negligible.
10. Record on F.700 and Log Card.
11. Disposal of redundant equipment. N/A.

Con.....

SUB HEADING 12 FUEL SYSTEM.

Goblin Engines - Blanking Caps for
Fuel Pressure Gauge Connection

The following copy of A.M. letter, reference L. 763230/45/Eng.3/307 dated Feb. 1950 is forwarded for information.

"I am directed to draw the attention of Goblin engine operators to the fact that, when modification Vampire 680 (deletion of the fuel pressure gauge) is embodied, a Flight Blanking Cap must be used for blanking-off the fuel pressure gauge connection on No.3 burner assembly, and not a Transport Protection Cap, Part. No. A.G.S. 597/A.

2. The flight blanking cap is introduced by Modification Goblin 310 Class B/2, and consists of the following items:-

<u>Item Ref.</u>	<u>Part. No.</u>	<u>Item.</u>
28F/10482	A.G.S. 1140/A	Plug, Nipple.
28F/5721	A.G.S. 904/A	Outer Sleeve (Threaded)
28F/5030	A.G.S. 784/1	Split Pin"

R.D.A. (Defects).

NOTE. Please add to Sheet on Technical News Sheet V. 184.

"SUB HEADING 12 FUEL SYSTEM".

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TECHNICAL NEWS SHEET

SERIES

V

No

186



DATE

27.3.50.

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

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

TO STRENGTHEN THE ATTACHMENT OF THE BEVEL PINION TO
THE HANDLE SPINDLE (CANOPY WINDING GEAR) INTRODUCTION.

VAMPIRE F.1. F.3. FB.5.

Class. B.2.

A.M. Mod. No. Vampire. 761.

This modification introduces an H.T.S. Bolt connecting the winding handle and bevel gear, in lieu of the existing taper pin, which it has been reported, has sheared in service. Holes are also added in the gear box casing to permit the removal of the bolt without dismantling the box to simplify future servicing.

SUB HEADING 4 CONTROLS. FLYING.

STRIPS ON TRAILING EDGE OF AILERON - INTRO.

VAMPIRE Mks. F.1 and F.3.

Class. C.4.

A.M. Mod. No. Vampire. 239.

This modification introduces metal strips all along the trailing edges of the ailerons and aileron tabs in order to improve the aileron control at high speed following requests from the firms test pilots. This information leaflet is being issued to inform the service of the important fact that when it becomes necessary to replace an old type aileron (Part. No. D.001507A port side or D. 001508A starboard Ref. only) by a new type aileron Part. No. D.001507A/1 port or D.001508A/1 starboard under spares action it is essential that both ailerons are replaced in order to maintain normal flying characteristics.

Con.....

SUB HEADING 10 MISCELLANEOUS EQUIPMENT.REDESIGNED AMBER SCREEN FOR CANOPY (CONSEQUENTIAL
TO VAMPIRE 727) - INTRO.
VAMPIRE MKS. F.1 (PRESSURISED) F.3 and FB.5.Class. S.O.O.A.M. Mod. No. Vampire. 813.

This modification which partially supersedes Vampire Mod. 606 - removable parts for two stage amber - introduces a redesigned, Shallower, amber screen to suit the new type cockpit canopy introduced by Vampire Mod. 727.

SUB HEADING 19 GROUND EQUIPMENT.REDESIGNED BOLTS FOR ENGINE MOUNTING (PROVISION
BULLET.)
SEA VAMPIRE MKS. F.20 F.21.Class. D.4.A.M. Mod. No. Sea Vampire.808

This modification introduces redesigned bolts for the eight attachment points of the engine mounting to the engine and firewall. The present bolt is of 7/16" uniform dia. The new bolt has the threaded portion stepped down to 3/8" dia. to enable a temporary guide bullet to be attached to assist alignment, and form a lead in for the bolt. Thereby preventing scoring the thread of the bolt.

SUB HEADING 18 WING ASSEMBLY.STIFFENERS ON FORWARD UNDERCARRIAGE
DIAPHRAGM - INTRO.
Sea Vampire Mks. F.20 and F.21.Class. B.2.A.M. Mod. No. Sea Vampire.1038

This modification introduces stiffeners on the forward face of the forward undercarriage diaphragm following reports of buckled diaphragms in service.

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TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 187



DATE 11.4.50.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 4 CONTROLS, FLYING.

Throttle Sticking in Flight Vampire All Marks.

Further to this H.Q. postagram of even reference, dated 17th February, 1950, it has now been decided not to issue a S.T.I. to remedy the defect quoted.

Upon investigation it has been established that the components must have received harsh mal-treatment, and it is felt that if the ballast had been loaded and unloaded in a reasonable manner no damage would have occurred.

All users are therefore warned that every care should be exercised in future to prevent a recurrence of this defect.

Any local order that may have been raised as a result of this H.Q. previous postagram should be re-worded if necessary, to cover the above.

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SUB HEADING 24 REPAIR SCHEME.

RIVETS.

The use of Magnesium alloy rivets to Specification DTD 303 is to be discontinued forthwith and replaced by aluminium alloy rivets to specification DTD 327, pending alterations to rivet references on the drawings, this D.O.I. is to be taken as overriding authority to use DTD 327 rivets in all cases where DTD 303 rivets are at present called for.

The equivalent A.S. numbers are as follows:-

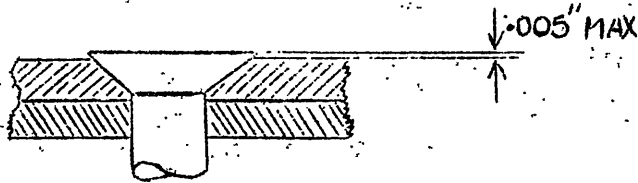
Con.....

<u>Type.</u>	<u>Specn. D.T.D. 303.</u>	<u>Specn. D.T.D. 327.</u>
Snap Head	A.S. 157	A.S. 2227
Mushroom Head	A.S. 159	A.S. 2228
Countersunk Head (90°)	A.S. 162	A.S. 2229
Countersunk Head (120°)	A.S. 165	A.S. 2230

In all cases the existing "Stroke Number" will remain E.G. A.S. 157/412 will become A.S. 2227/412.

It has been found that serious reduction in yeild strength occurs when rivets are closed with the countersunk head below the surface of the plate. The countersunk or 'Dimple' should be of such depth as to make the rivet head stand slightly proud before riveting up.

The amount not to exceed .005".



TECHNICAL NEWS SHEET

SERIES V No 88



DATE 20.4.50.

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

VAMPIRE AIRFRAME. GENERAL CIRCULATION.
SUB HEADING 11 ELECTRICAL INSTALLATION

(A) Special Technical Instruction/Miscellaneous/176. Fuse Boxes Type "B", Stores Ref. 5C/549 - Defective Fuse Clips.

(B) All equipment fitted with Type "B" fuse boxes Stores Ref. 5C/549, and all Type B fuse boxes held as spares.

NOTE: This instruction supersedes 40G/D.S.I./61.

(C) Certain type "B" fuse boxes are known to have been manufactured with the fuse clip made from material of incorrect specification. These boxes are liable to failure due to bad contact of fuse in clip, which causes local overheating. Defective boxes can be identified by a circular stamp enclosing the letters "H.L.P." and a number, on the underside of its base.

(D) 1. As soon as convenient, but not later than the next Minor Inspection, all fuse boxes in aircraft are to be inspected for the "H.L.P." mark referred to above. All boxes so marked are to be removed and replaced with a similar box, but having an inspection stamp other than "H.L.P.".

NOTE. It is sometimes possible to see the marking with the aid of a small mirror slipped under the base of the box in situ. If this is impracticable the boxes must be removed for inspection.

(E) 2. All fuse boxes type "B" held as spares are to be inspected as above before issue.

Note. All Fuse boxes bearing the stamp "H.L.P." thrown up under (D)1 and 2 above are to be returned to the appropriate Maintenance Unit, pending disposal instructions.

(E). Record on Form 701 (or F. 1125 as applicable).

(F) Nil.

(G) Nil.

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HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V N°89



DATE 21.4.50.

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

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

REDESIGNED BLUE SCREEN FOR CANOPY (CONSEQUENTIAL
TO VAMPIRE MOD. 727) - INTRODUCTION
VAMPIRE MKS.F.I. (PRESSURISED F.3. AND FB.5.

Class S.O.O.

A.M. Mod. No. Vampire. 814.

This modification, which partially supersedes Vampire Mod. 667 Removable Parts for Two Stage Blue - introduces a redesigned, shallower, Blue Screen to suit the new type cockpit canopy introduced by Vampire Mod. 727.

SUB HEADING 11 ELECTRICAL INSTALLATION

TYPE Q RELAY 5C/2007 IN STARTER CIRCUIT - INTRO.
VAMPIRE MKS.F.I. F.3. FB.5.

Class B.2.

A.M. Mod. No. Vampire. 840.

This modification introduces a new type Q relay in the starter circuit. Its function will be to transfer booster coils from ground starter battery to the aircraft battery thus producing a more efficient spark at a time when the ground starter batteries are under full load.

SUB HEADING 11 ELECTRICAL INSTALLATION.

TO REPOSITION 7 PIN SOCKET FOR BOMB BEAM - INTRO.
VAMPIRE FB.5.

Class B.2.

A.M. Mod. No. Vampire. 787.

This modification repositions the wing bomb release electrical socket, mounted on the access door at the wing bomb pick up point, to provide increased clearance between this item and the bomb hoist brackets and trunnions. This repositioning is necessary to suit the modified bomb hoist.

Con.....

SUB HEADING 6 ENGINE INSTALLATIONPROVISION FOR FUEL PRESSURE SWITCHINTRO.VAMPIRE MKS. F.1. F.3. FB.5.Class. B.2.A.M. Mod. No. Vampire. 856

This modification makes provision for the 'Fuller' automatic starting switch which is itself introduced on Goblin Mod. No. 357. This new switch will eliminate the possibility of the flame being extinguished either by fuel flooding, due to premature selection of the existing (Manual) auxiliary starting switch, or conversely, by the air stream when selection was retarded.

SUB HEADING 7 FUSELAGE ASSEMBLY.HOT AIR SUPPLY TO ASSIST IN CANOPY AND WINDSCREENDEMISTING --INTRO.VAMPIRE MKS. F.3. FB.5.Class. B.2.A.M. Mod. No. Vampire. 650.

This modification introduces a hot air supply to prevent the 'misting' over of the canopy and windscreen when in cold climatic conditions. The hot air is drawn from the engine, via a connection introduced on the companion Goblin Mod. 383, and is forced along a pipe line beneath the floors to a valve mounted in the cockpit. This valve controls the entry of air into gallery pipes, which run round the cockpit at the base of the canopy and windscreen.

SUB HEADING 7 FUSELAGE ASSEMBLY.ADDITIONAL IMPROVEMENTS TO CANNON INSTALLATIONINTRODUCTIONVAMPIRE MKS. F.1. F.3. FB.5.Class. C.3.A.M. Mod. No. Vampire. 688.

Further to Technical News Sheets Nos. V. 173, & 180, included herewith is Amendment No.2. to the above modification.

SUB HEADING 7 FUSELAGE ASSEMBLY.ADDITIONAL IMPROVEMENTS TO CANNON INSTALLATIONINTRODUCTIONSEA VAMPIRE MKS. F.20. F.21.Class. C.3.A.M. Mod. No. Sea Vampire. 688

Further to Technical News Sheets Nos. V. 173, & 180, included herewith is Amendment No. 2 to the above modification.

Reproduced CopiesREPAIR SCHEME FOR FLEXELITE TANKS WITH TANK
LININGS DAMAGED AT FITTING CONNECTIONS.

Materials required : High modulus Flexsyn sheet, Spec. MM.100
Flexsyn sheet, Spec. MM.54.
Cement, ref: J.761 Parts 1 & 2.
Glass fabric, DTD.797c.
Cement, RDM.7 Parts A & B.
Tank primer, ref: No 1.
Red flameproof dope, ICI ref: 354-157
Benzene or clean petrol.
Trichlorethylene
Acetone.

Preface

This Repair Scheme applies to tanks which have been in service and which have been found to leak due to damage to the tank lining and/or retaining cover in the area clamped between the flanges of the fitting. It is assumed that the fitting will have been removed and the tank drained of all fuel.

If the damage is confined to the retaining cover, this part should be replaced as described and the high modulus Flexsyn sheet reinforcement attached to the outside of the tank lining in the area of the joint. The inner repair patch of Flexsyn sheet MM.54 will not be required. It will also be unnecessary to cut away the original tank lining joint. The Repair Scheme which follows, however, is written on the assumption that both the retaining cover and the tank lining are damaged.

Repair Scheme(A) Preparing
the Tank Lining.

1. Remove an inspection cover in the vicinity of the particular fitting to be repaired so that access is gained to the inside of the tank where the repair is to be performed.
2. Remove the retaining patch which is attached by the cement to the proofing layers.
3. Make incisions with a sharp knife through the self sealing layers, taking great care to avoid cutting the tank lining. Make the incisions in such a manner that the proofing layers may be pulled free from the tank for an area sufficiently large to enable the operator to perform the subsequent patching operation over an area extending at least three inches in each direction from the outside diameter of the flange of the fitting originally attached to the tank at this point. Fig. 1 illustrates a typical case.
4. Place the fitting in position on the tank lining and mark a circle $\frac{1}{8}$ " larger all round than the flange of the fitting. For this operation it is advisable to use a yellow crayon.
5. Using a dry swab, thoroughly clean the whole area inside and outside the tank in the vicinity of the fitting.

Repair Scheme

(A) Preparing the Tank Lining (continued)

6. Remove the thin cotton layer attached to the tank lining (if this has not already become detached with the removal of self sealing layers) then thoroughly clean off any traces of red tank primer or blue cement which may remain on the tank lining. Use a benzene or clean petrol soaked swab for this operation.

7. Clean off the inside and outside areas, using a trichlorethylene or acetone soaked swab and changing the swab several times so that, so far as possible, the rubber tank lining will remain free from the last traces of fuel.

8. Roughen the exterior surface over an area of at least two inches from the marked circle, using No 3 emery cloth. It is very important that this operation is carried out thoroughly, as the intention is to provide a fresh surface for cementing. In the case where the tank lining is damaged it is not necessary to roughen the immediate area of the original fitting as this is subsequently removed. Similarly roughen the interior surface over the same area as on the exterior of the tank.

9. Wipe over both roughened surfaces with a clean acetone soaked swab so as to remove all traces of emery powder and powdered rubber.

(B) Preparing the Patches.

10. (a) For the inside of the tank.

Take a piece of tank lining material, ref: MM.54, (this is the sheet which is more easily stretched) and cut out a disc of an outside diameter that will enable the patch to cover an area extending two inches in each direction from the marked circle. Mark a circle in crayon equal in diameter to the circle marked on the tank, and a second circle $\frac{1}{8}$ " less in diameter than the internal diameter of the fitting stud ring. Make a hole in the patch, cutting round the inner marked circle, taking special care not to allow the scissors to nick the sheet as this will give rise to tearing. Roughen the surface extending between the outer marked circle and the outside diameter and, as before, wipe off with an acetone soaked rag.

(b) For the outside of the tank.

Take a piece of MM.100 material (this is the tougher material) and cut out a disc which will cover an area one inch in each direction greater than the marked line on the outside of the tank, and cut out the internal diameter equal to that of the inside patch, taking the same precautions to avoid nicks. Well roughen and wipe off the whole area of one side of this patch as before.

Repair Scheme

(C) Cementing and Joining,

11. Preparation of the cement.

Take the cement, ref: J.761 Part 1, and thoroughly stir for two minutes to obtain even dispersion. Mix into the cement the contents of the bottle No 2 and thoroughly stir. The cement should be used within twenty four hours of mixing.

12. Apply one coat of the cement to the inside surface of the tank, making sure that the cemented area extends between the marked circle and a line at least two inches distant outwards in each direction. Take care to avoid cementing over the area inside the marked circle. Apply a similar coat of cement to the roughened surface of the internal patch of MM.54 material, again keeping the cement only over the area between the marked circle and the outside diameter of the patch. After ten minutes have elapsed, apply a second coat of cement to both surfaces.

13. When a period of fifteen minutes has elapsed after the last cement application, the internal patch may be placed in position. For this operation great care must be taken to ensure that the patch is correctly positioned. If, however, the patch should be incorrectly located it may be removed by the slight application of acetone after which it may be repositioned, providing its removal does not cause the cement layer to be pulled off. Fig. 2 illustrates the method for the application of the internal patch. From this it will be seen that the operator joins the areas adjacent to the internal diameter before sticking the outer areas. In this way entrapment of air is more easily avoided as the sticking operation proceeds from the inside diameter in an outward direction. When the whole area of the patch is secured it should be well rolled down. For this operation a hand roller and supporting board are necessary.

The board is placed inside the tank under the patched area and the roller is used externally so that the two surfaces are well pressed together. The roller should be used with an action radiating from the centre, and it is of importance to ensure that the whole area is treated thus. Fig.3 illustrates the method adopted for this operation.

14. When the internal patch is secured, stud holes should be punched in the new material, for which purpose a leather punch is required. In order to locate the holes accurately the original holes in the tank lining may be used as a guidance providing these are not too severely damaged. See Fig.4. If at least two holes can be thus transferred the remaining ones may be marked through the flange of the metal fitting.

/4.....

Repair Scheme

(C) Cementing
and Joining.
(continued)

15. When the holes have been punched in the new patch, the original tank lining should be pulled away from the patch over the area which has not been cemented. The old material can then be cut away around the marked circle, taking great care to ensure that the line of cutting is $\frac{1}{8}$ " clear of the flange of the fitting. Part of Fig. 5 illustrates this stage in the repair.

16. Apply two coats of J.761 cement as already described to the roughened surface on the outside of the tank and to the whole of the exposed surface of the inner patch; also apply two coats of cement as before to the roughened surface of the exterior patch of MM.100. After allowing the fifteen minutes drying time, place the exterior patch in position, once more locating the inside diameter before allowing the outer edges of the patch to touch the tank. When both surfaces are joined together they must be well rolled as described for the inner patch.

17. When the adhesion of the patch is complete, punch stud holes using the already punched holes in the interior patch for location. See Fig. 5.

(D) Preparation
of Retaining
Cover.

18. A new retaining cover should be made in the material MM.54, and the cover should be cut to the same size as that originally applied to the tank. The stud holes should not be punched at this stage.

19. Cut a reinforcing washer in MM.100 material. The inside diameter should be equal to that of the retaining cover, and the washer to be made one inch wide. Roughen the whole of the one surface of the washer in the manner already described, and also an equivalent area on one side of the retaining cover should be similarly roughened.

20. Both roughened areas should be given two coats of J.761 and joined together in the same manner as already described.

21. When the MM.100 washer has been well rolled into position, the holes for the studs may be marked off using the fitting flange as a template, and the holes may then be punched. See Fig. 6.

22. Both the retaining cover and the tank must be allowed to dry out at a room temperature not below 70°F for at least 24-hours before proceeding to attach the fitting. This drying period is of the greatest importance, as otherwise the cemented surfaces are disturbed by pressure between the fitting flanges.

15.....

(E) Fitting and Testing.

23. After drying out as above the fitting and new retaining cover should be bolted to the rubber tank, but the retaining cover not stuck until later. In order to check the effectiveness of the repair and the secured fitting it is necessary to carry out a pressure test, and for this operation the tank should be supported in a structure of sufficient strength to prevent serious change of shape when an internal air pressure of 1 lb. per square inch is applied. The method of detecting a leak is to apply a soap solution to the area of the patched joint and around the flange of the fitting connection while the air pressure is applied. If a leak is present, bubbling of the soap solution will be evident, in which case the tank will require further repair.

(F) Replacing Self Sealing Layers and Retaining Cover.

24. When the tank has passed the pressure test the self sealing layers may be replaced in the manner described below.

The thin cotton fabric need not be replaced.

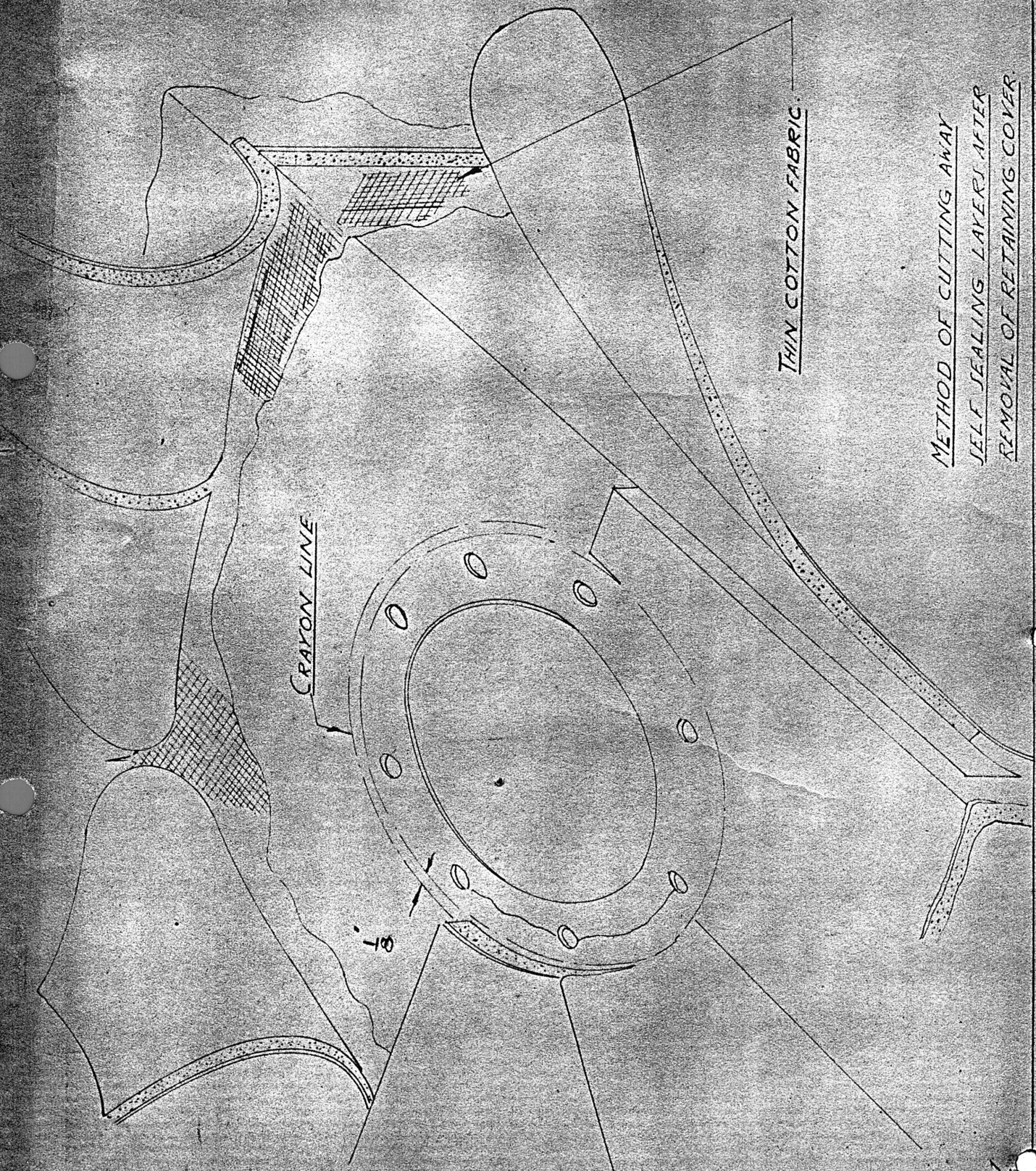
Apply one coat of No 1 tank primer to the surface of the tank lining, and when this has dried off apply two coats of mixed RDM.7 Parts A and B to the tank and to the under side of the proofing layers. The mixed cement consists of equal proportions of Parts A and B thoroughly stirred together, and must be used on the same day as mixing. Ten minutes should be allowed between application of coats, and the two surfaces may be brought into contact when tacky. The proofing should be well rolled down.

25. When the proofing has been replaced, scrape off the red dope over an area extending at least one inch beyond the ends of the incisions. Cut a new patch of glass fabric DTD.797c sufficiently large to cover the area above, and apply two coats of mixed RDM.7 cement to one side of the glass fabric patch and to the cleaned off area of the tank. When tacky place the patch in position and roll down.

26. Coat the underside of the new retaining cover with two coats of mixed J.761 cement and coat an equivalent area of the proofing with three coats of the same cement, allowing ten minutes between the application of the coats. The two surfaces may be joined together fifteen minutes after the last coat of cement has been applied, care being taken to avoid the entrapment of air and the formation of blisters. The patch should be well rolled down when the whole of its surface is in contact with the tank. Allow the tank to dry out for at least one hour and then apply one fresh coat of red flameproof dope. The completed repair is represented by Fig.7.

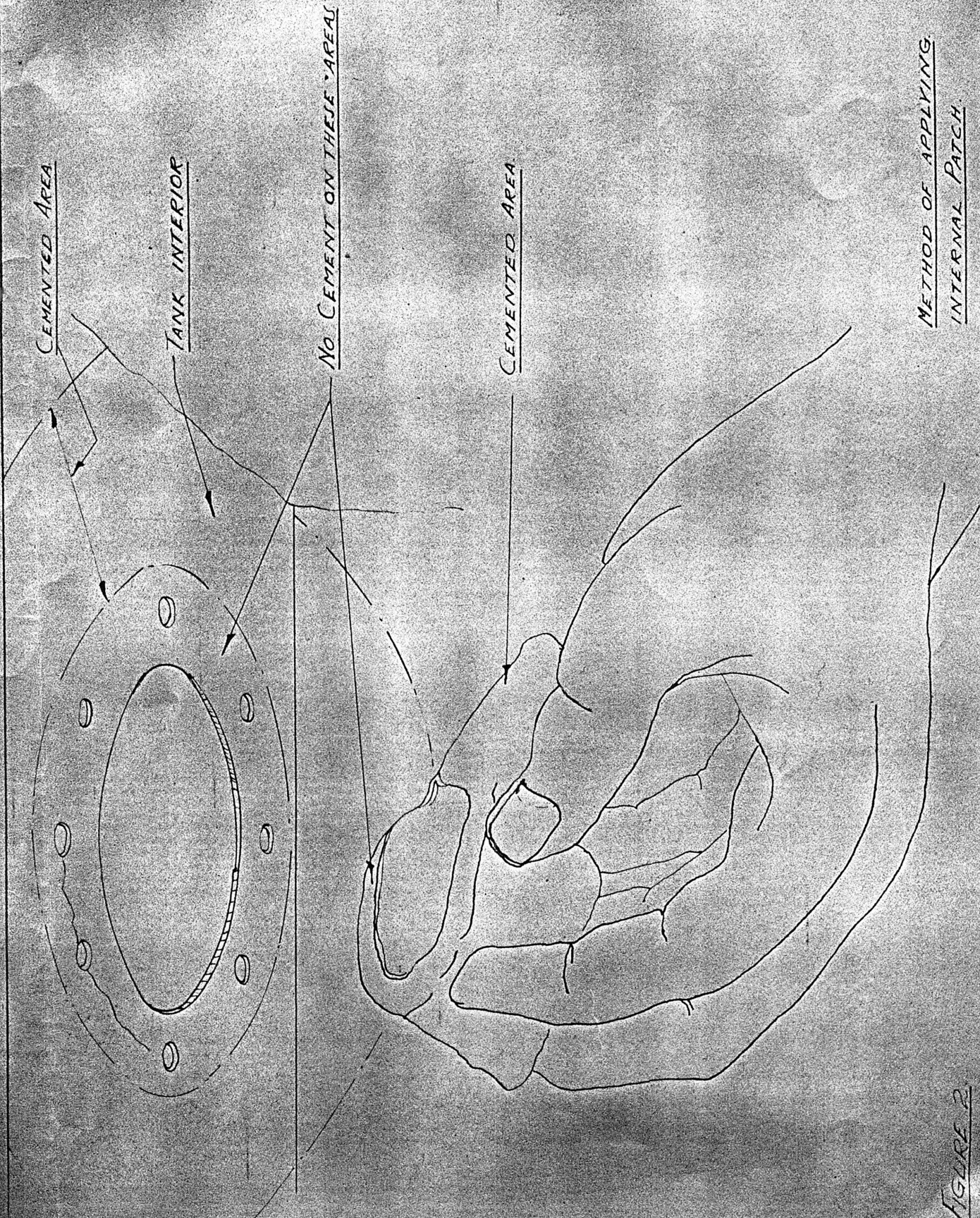
(F) Replacing
Self Sealing
Layers and
Retaining Cover.
(continued)

27. In some cases it will be found that the fuel has so attacked the sponge rubber that the operation of peeling the layers away from the tank in the vicinity of the fitting causes disintegration or tearing of the sponge. Where this has occurred it will be necessary to cut the layers away and perform a repair operation as indicated in the repair scheme appropriate to the particular self sealing system.



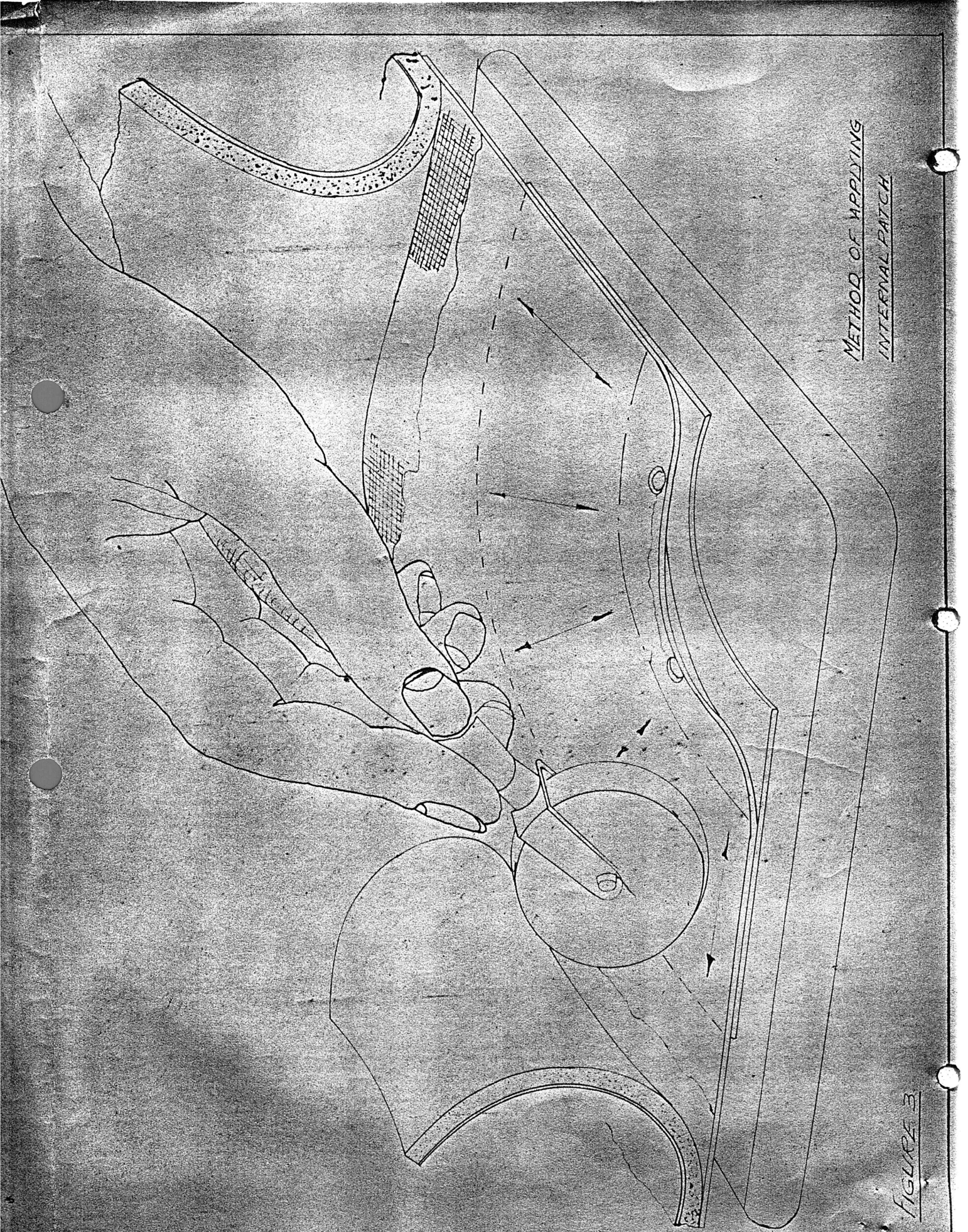
METHOD OF CUTTING AWAY
SELF SEALING LAYERS AFTER
REMOVAL OF RETAINING COVER

FIGURE J



METHOD OF APPLYING
INTERNAL PATCH.

FIGURE 2.



METHOD OF APPLYING
INTERNAL PATCH

FIGURE 3

METHOD OF TRANSFERRING
LIVE WIRE TO FINGER

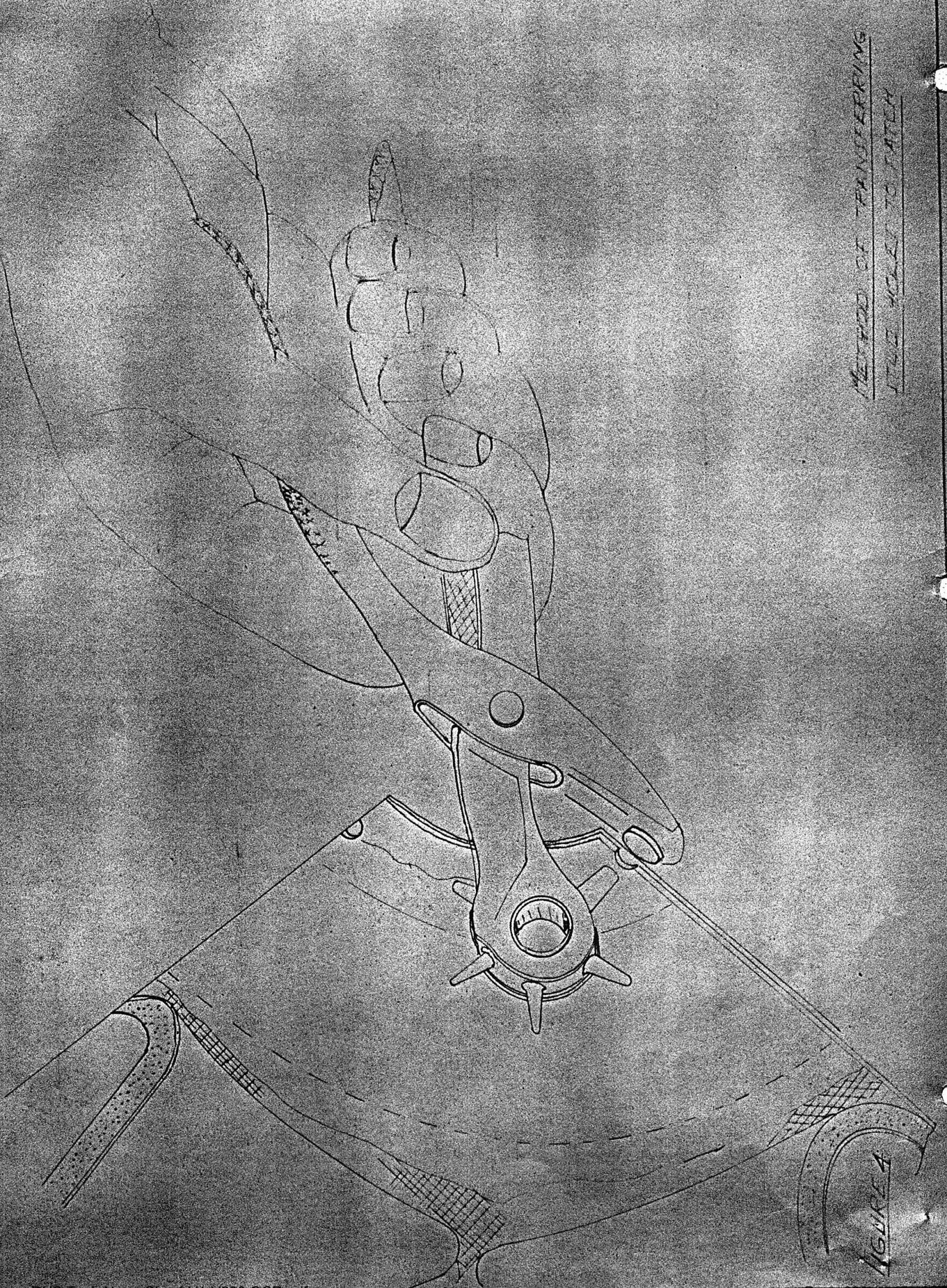
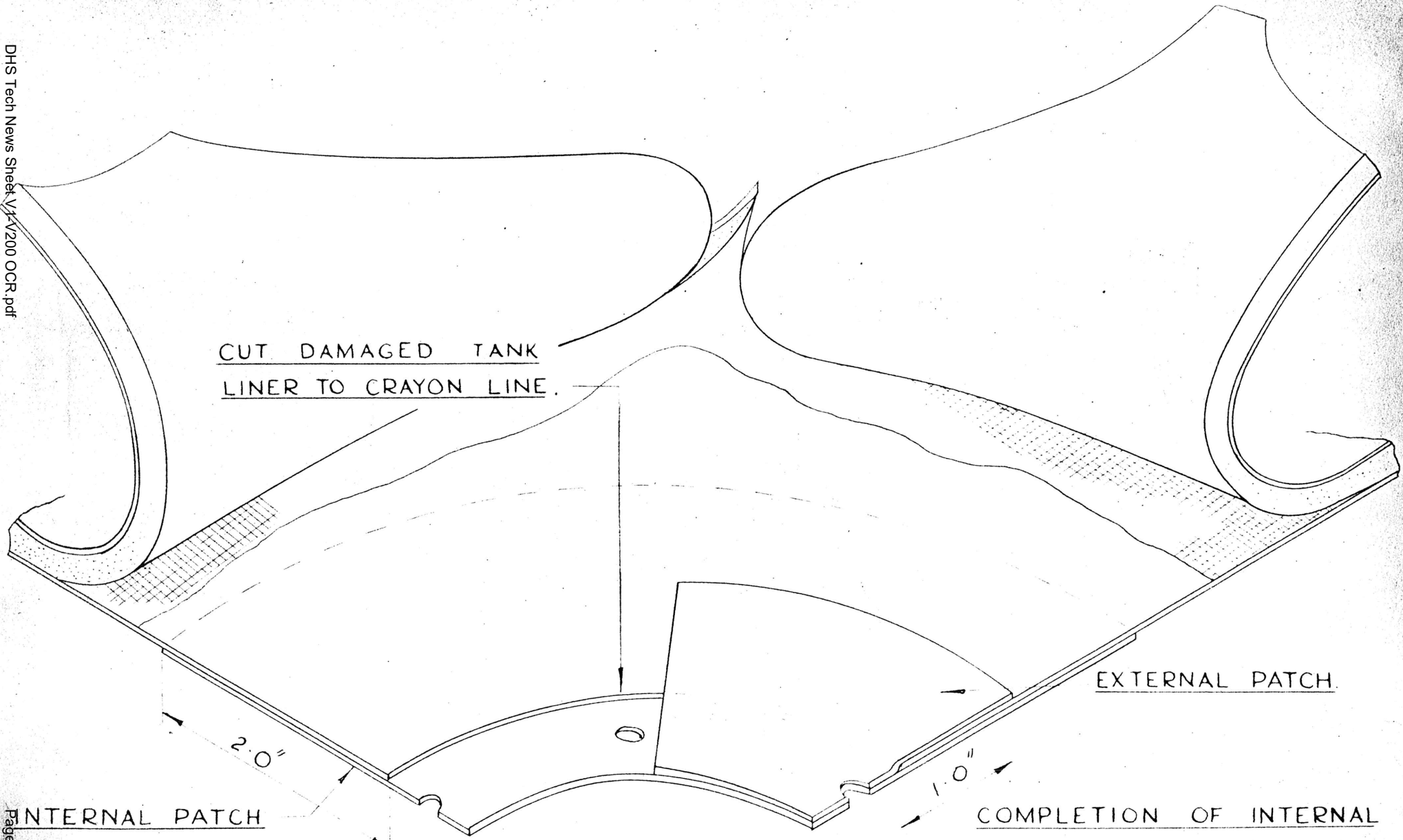


FIGURE 4



CUT DAMAGED TANK LINER TO CRAYON LINE.

EXTERNAL PATCH.

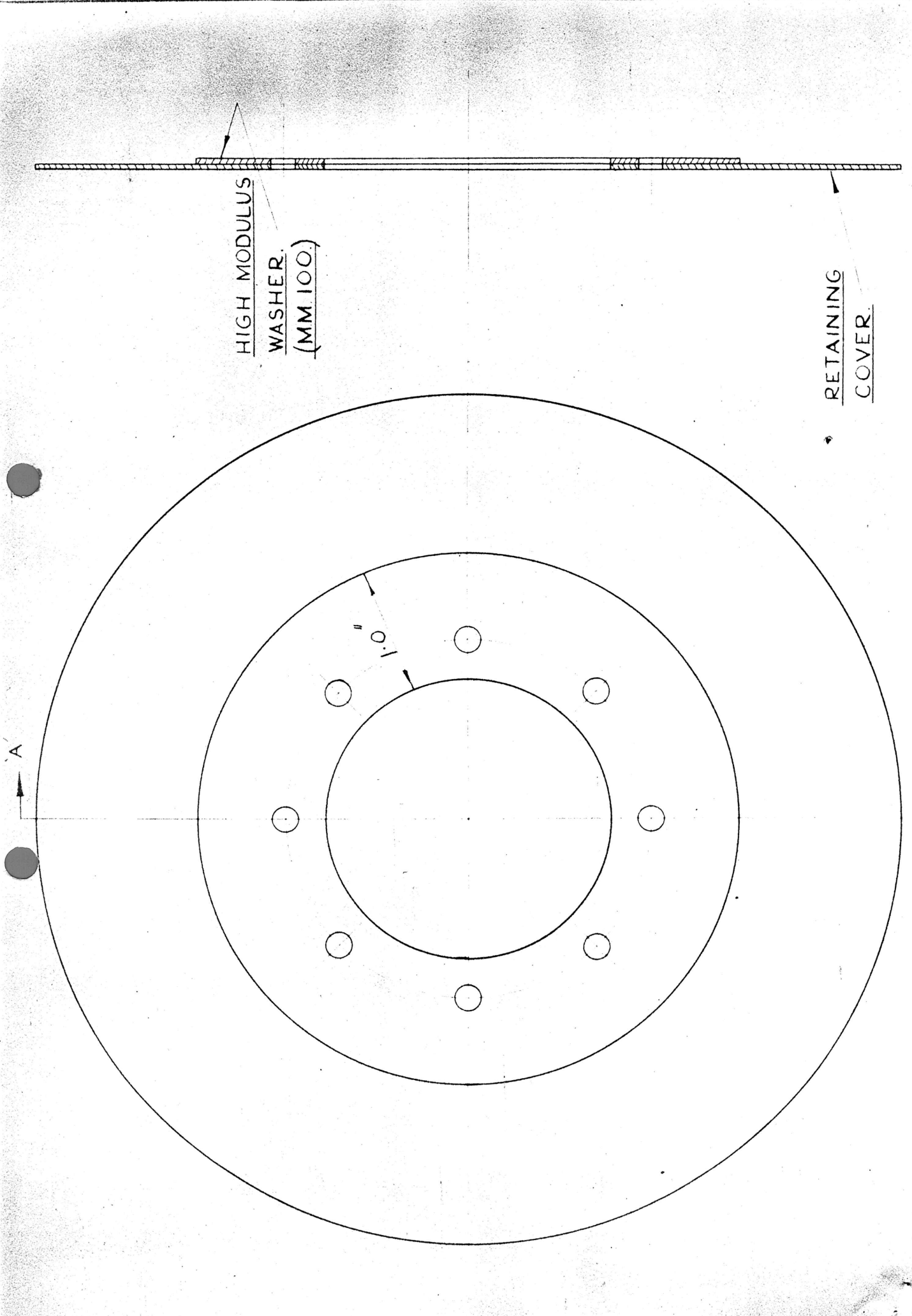
INTERNAL PATCH

2.0"

1.0"

COMPLETION OF INTERNAL PATCH, WITH TANK LINER CUT BACK, AND EXTERNAL PATCH SHOWN IN POSITION.

FIGURE 5.



SECTION 'A-A'

A-A

FIGURE 6.

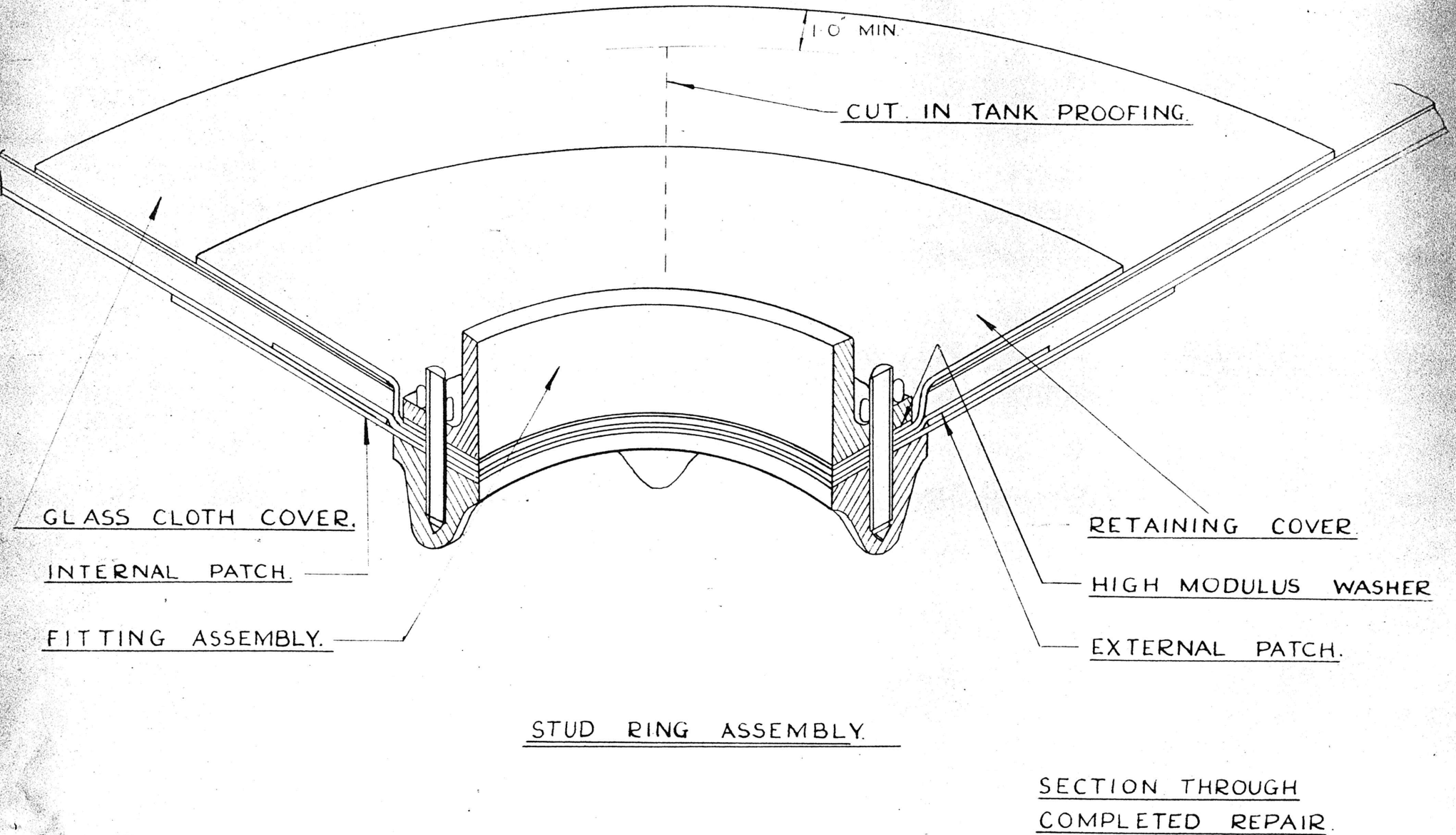


FIGURE 7

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TECHNICAL NEWS SHEET

SERIES V No. 191



DATE 26.4.50.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION. SUB HEADING 1 ARMAMENT.

- (A) Special Technical Instruction/Armament/57 - Release Unit Manual No.1 MK.I
11A/3225 Defective Safety Lever and Operating Rod.
- (B) All Release Units Manual Mk.1 installed in aircraft.
- (C) Cases have been reported of bent safety levers and operating rods which give a false indication that the Release Units are cocked. In defective Releases the test plunger can be depressed varying amounts with the Unit in the uncocked position, depending on how much the safety lever or operating rod is bent.
- (D) Immediate and at each subsequent minor inspection the Release Unit is to be removed from the aircraft and examined as follows:-
- (1) The Unit must be cocked by closing the hook prior to dismantling.
 - (2) Remove the four 6 B.A. CSK/Head Screws and lift off the top cover.
 - (3) Remove the 2 B.A. CSK/Head Screws in left bearing block and gently prise off the block, care being taken to ensure that no burrs are raised on the inner faces of the Unit.
 - (4) Withdraw the safety lever and release shaft assembly from the ball race in the right bearing block.
 - (5) Examine the safety lever spring and slide. The slide should move freely on the operating rod under the influence of the safety lever spring. The operating rod should not appear bent.
 - (6) Examine the safety lever. The stud of the safety lever must be at right angles to the main portion. This may be checked by using a Fitter's square and surface plate. Should either the operating rod or the safety lever be bent the Unit is unserviceable and must be replaced.
 - (7) Re-assembly.
- (E) Record on Form 700.
- (F) Percentage of unserviceable Release Units revealed as a result of the S.T.I. As this damage is most probably caused during installation of the Unit, great care must be taken during replacement to ensure that no undue strain is placed on the operating rod or on the test plunger.

.....

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

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
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TECHNICAL NEWS SHEET

SERIES V No 192



DATE 27.4.50.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 12 FUEL SYSTEM

AMENDMENT TO REPAIR SCHEME
Ref. PJS/HMR/R23 dated 3/10/49.

The following should be added or changed:-

Page. 1. - Materials Required.

Cement Boscoprene 1775
Retaining Covers (optional - see para.18).

Page 5, Para 18.

A new retaining cover should be fitted. This cover should be obtained from the tank suppliers or appropriate service stores.

If, however, it is not possible to obtain new covers it is possible to make a new one from the materials used for repair, as described below.

Page 5, Para 22.

delete 24 hours and insert three days.

Page. 6, Para 26.

delete J. 761 and insert Boscoprene 1775.

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PJS/FDC
20th April. 1950.

TECHNICAL NEWS SHEET

SERIES VNo 193DATE 4.5.50.ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETINVAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 1 ARMAMENT

Special Technical Instruction/Armament/57 is cancelled and superseded by Servicing Instruction/Armament/30 included herewith.

- (A) Servicing Instruction/Armament/30 - Release Unit Manual No.1. Mk.1. 11A/3225 Defective Safety Lever and operating rod.
- (B) All Release Units Manual Mk.1. installed in aircraft.
- (C) Cases have been reported of bent safety levers and operating rods which give a false indication that the Release Units are cocked. In defective Releases the test plunger can be depressed varying amounts with the Unit in the uncocked position, depending on how much the safety lever or operating rod is bent.
- (d) Immediately and at each subsequent minor inspection the Release Unit is to be removed from the aircraft and examined as follows:-
- (1) The Unit must be cocked by closing the hook prior to dismantling.
 - (2) Remove the four 6 B.A. CSK/Head Screws and lift off the top cover.
 - (3) Remove the 2B.A. CSK/Head Screws in left bearing block and gently prise off the block, care being taken to ensure that no burrs are raised on the inner faces of the Unit.
 - (4) Withdraw the safety lever and release shaft assembly from the ball race in the right bearing block.
 - (5) Examine the safety lever spring and slide. The slide should move freely on the operating rod under the influence of the safety lever spring.
The operating rod should not appear bent.
 - (6) Examine the safety lever. The stud of the safety/lever must be at right angles to the main portion. This may be checked by using a Fitter's square and surface plate. Should either the operating rod or the safety lever be bent the Unit is unserviceable and must be replaced.

- (7) Re-assemble.
- (E) Record on Form 700 and Supplementary Record Sheet of the Servicing Schedule.
- (F) Percentage of unserviceable Release Units revealed as a result of the S.T.I. As this damage is most probably caused during installation of the Unit, great care must be taken during replacement to ensure that no undue strain is placed on the operating rod or on the test plunger.

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TECHNICAL NEWS SHEET

SERIES V

No 194



DATE 5.5.50.

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

V/AMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 12 FUEL SYSTEM.

Vampire Fuel Tanks In Wing.

To make it easier to determine what flexible wing tanks can be used in Vampire aircraft, the following information has been compiled, detailing all the applicable Modification Nos., the Tanks Nos., and their interchangeability.

IMPORTANT:

Where it is stated that certain tanks are 'interchangeable with those they supersede', it is meant that they are physically and not functionally interchangeable. When a tank is to be changed, the Modification standard of the replacement should be, where possible, at least equivalent to the defective tank. Where this is not possible, and the only suitable tank available is of a lower modification standard, an entry must be made in the aircraft log book recording the change and the reversion of the aircraft modification standard. The correct tank should be fitted as soon as it is available.

Mod. Vam. 15. Introduction of Vampire Mk. 3.

No.1 Tank A.M. 528/P
A.M. 528/S

No.2 Tank A.M. 570/P
A.M. 570/S

No.3 Tank A.M. 571/P
A.M. 571/S

No. 4 Tank A.M. 573/P
A.M. 573/S

Mod Vam 384 Introduction R.P. and Bombs (fixed parts) in wing - (For Mk 5 and subsequent).

No. 1 Tank A.M. 634/P
A.M. 634/S

} replaces AM. 528/1/P & S for Mk 5 a/c
and sub. AM. 634/P & S is
interchangeable with AM. 528/P & S on
MK. 3 a/c only.

Mod Vam 389: Introduction of Smaller Bearer Channels.

No.1 Tank AM. 528/1/P) replaces AM. 528/P & S for MK 3a/c
 AM. 528/1/S) only. These are interchangeable.

AM. 701/1/P) For Mk 20 only.
 AM. 701/1/S)

No.3 Tank AM. 571/1/P) replaces AM. 571/P & S and are
 AM. 571/1/S) interchangeable.

Mod Vam. 391 - Mods. involved on introduction of improved undercarriage.

No.2 Tank AM.734/P) Not interchangeable with AM. 570/P&S.
 AM.734/S)

Mod. Vam. 429 - Improved method of attaching fittings to tank shell.

No.1 Tank AM.528/I/P/M) for MK 3 only.
 AM.528/1/S/M)

AM.634/P/M) for Mk 5 and subsequent aircraft
 AM.634/S/M)

AM.701/1/P/M) for Mk. 20 only.
 AM.701/1/S/M)

No. 2 Tank AM.570/P/M) Pre-Mod VAM. 391.
 AM.570/S/M)

AM.734/P/M) Post Mod. Vam. 391.
 AM.734/S/M)

No.3 Tank AM.571/1/P/M
 AM.571/1/S/M

Mod. Vam 429 - Improved method of attaching fittings to tank shell!(Contd.)

No.4 Tank AM.573/P/M
 AM.573/S/M

All the tanks introduced on this modification are interchangeable with those they supersede.

Mod Vam. 513 - Light alloy fittings in lieu of Steel.

No. 1 Tank AM835/P)
 AM835/S)

No.2 Tank AM836/P)
 AM836/S)

} All the tanks introduced on this mod. are
 interchangeable with those they super-
 sedc.

Mod. Vam 513 - Light Alloy Fittings in lieu of Steel (Contd.....)

No. 3 Tank	AM. 837/P AM. 837/S	} These tanks are now common to all aircraft marks.
No.4 Tank	AM. 838/P AM. 838/S	

Mod. Vam. 674 - Introduction of tanks (with Formvar Inner lining) with improved fittings

No.1. Tank	AM.878/P AM.878/S	} All the tanks introduced on this mod. are interchangeable with those they supersede. Note: This Mod. is superseded by Vam625.
No.2 Tank	AM.879/P AM.879/S	
No.3 Tank	AM.880/P AM.880/S	
No.4 Tank	AM.881/P AM.881/S	

Mod Vam. 625 - Introduction of 'Flexelite' (Hycar inner lining) in lieu of 'Marflex' (Formvar Inner Lining.)

No.1 Tank	AM.904/P AM.904/S	} All the tanks introduced on this mod. are interchangeable with those they supersede. Note: This Mod. supersedes Mod. Vam.674.
No. 2 Tank	AM. 905/P AM. 905/S	
No. 3 Tank	AM. 906/P AM.906/S	
No.4 Tank	AM.907/P AM. 907/S	

Mod. Vam. 662 - Introduction of Messrs Fireproof Tanks as alternative to Marstons.

No.1. Tank	FT.4507 (Port) FT.4508 (Stbd)	} All these tanks are interchangeable tanks introduced on Mod. Vam. 625.
No.2 Tank	FT.4509 (Port) FT.4510 (Stbd)	
No.3 Tank	FT.4511 (Port) FT.4512 (Stbd)	
No.4 Tank	FT.4513 (Port) FT.4514 (Stbd)	

Con....

Sheet.4.

V. 194 Con.....)

Mod. Vam. 568 - Introduction of Pacitor Fuel Contents Units in Lieu of Smithstype.

No.1 Tank	AM.1103/P	}	These tanks are <u>not</u> interchangeable with tanks introduced on Mod. Vam 625 and 662.
	AM.1103/S		
	FT.5665 (Port)		
	FT.5666 (Stbd)		
No. 3 Tank	AM.1104/P		
	AM.1104/S		
	FT.5667 (Port)		
	FT.5668 (Stbd)		

Mod. Vam. 694 - Introduction of Rear fuel feed at No.1 and 3 tanks (incorporating Mod. Vam. 568).

No.1 Tank	AM.1157/P	}	These tanks are <u>not</u> interchangeable with tanks introduced on Mods. Vam. 568 and 694 minus 568).
	AM.1157/S		
	FT.5669 (Port)		
	FT.5670 (Stbd)		
No.3 Tank	AM.1158/P		
	AM.1158/S		
	FT.5671 (Port)		
	FT.5672 (Stbd)		

Mod. Vam 644 - Introduction of Rear fuel feed at No. 1 and 3 Tanks (not incorporating Mod. Vam. 568).

No.1 Tank	AM. 1189/P	}	These tanks are <u>not</u> interchangeable with tanks introduced on Mods. Vam.568 and 694 plus 568.
	AM. 1189/S		
	FT.5689 (Port)		
	FT.5690 (Stbd)		
No.3 Tank	AM.1190/P		
	AM.1190/S		
	FT.5691 (Port)		
	FT.5692 (Stbd)		

TECHNICAL NEWS SHEET

SERIES V No 195



DATE 5.5.50.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 16 UNDERCARRIAGE.

MODIFIED RADIUS ROD FITTINGS TO IMPROVE ALIGNMENT
AND ENSURE CLEARANCE OF GREASE NIPPLE.
VAMPIRE FB.5.

INFORMATION LEAFLET

Class D/4.

A.M. Mod. No. Vampire. 812.

It has been found that on some aircraft the head of the special bolt, the lower of the two securing the radius rod pick up fitting, fouls the undercarriage jack when in the 'Locked Up' position. To overcome this defect, which is not found on all aircraft, the above modification (Vampire 812) is being built into all future production aircraft, retrospectively all that is necessary is to chamfer the head of the bolt as shown in the Drawing AP \emptyset (DH Drawing M. 30089).

SUB HEADING 7 FUSELAGE ASSEMBLY.
SUB HEADING 19 GROUND EQUIPMENT.

CRASH BARRIER GUARDS IN WAY OF BOUNDARY LAYER BLEED
FAIRING - INTRODUCTION.
SEA VAMPIRE. MKS. F.20 and F.21.

Class. B.2.

A.M. Mod. No. Sea Vampire. 1041.

This modification introduces crash barrier guards in the way of the boundary layer bleed fairings to guide the barrier wires away from these fairings and thus prevent the wires from being caught on their leading edge. Details are also quoted on this leaflet of the modification to the existing air intake guards to permit the fitment of these items when the crash barrier guards are installed.

This being a temporary scheme until the new air intake guards - incorporating a windshield to overcome engine starting difficulty- are introduced under Sea Vampire Mod. N. 2004. These new guards will be provided with a cut out to clear the crash barrier guards.

Con.....

V. 195 (Con.....)

Sheet.2.

SUB HEADING 16 UNDERCARRIAGE.

MODIFIED RADIUS ROD FITTING TO IMPROVE ALIGNMENT
AND ENSURE CLEARANCE OF GREASE NIPPLE.
SEA VAMPIRE F.20

Class. D.4.

A.M. Mod. No. Sea Vampire 812.

It has been found that on some aircraft the head of the special bolt, the lower of the two securing the radius rod pick up fitting, fouls the undercarriage jack when in the 'Locked Up' position. To overcome this defect, which is not found on all aircraft, the above modification (Sea Vampire 812) is being built into all future production aircraft. Retrospectively all that is necessary is to chamfer the head of the bolt as shown in the Drawing AP Ø (D.H. Drawing M.30088).

SUB HEADING 16 UNDERCARRIAGE.

REDESIGNED CAM ROLLER BOLTS FOR NOSE WHEEL - INTRO.
SEA VAMPIRE Mks. F.20 and F.21.

Class. B.2.

A.M. Mod. No. Sea Vampire. 722.

This modification introduces two improved design cam roller bolts in the nose wheel self centring mechanism following reports of failures of the existing cam roller spigot bolt, which previously screwed into a female collar bolt. On this new installation a special nut is provided.

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TECHNICAL NEWS SHEET

V 196 10.5.50.
SERIES _____ NO _____ DATE _____


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

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

- (A) Special Technical Instruction/Electrical/19. Flame Switches Stores Ref. 27N/72, fitted with all metal Finned Head, Stores Ref. 27N/73 - Corrosion.
- (B) All Automatic Flame Switches, 27N/72 (consisting of Switch 27N/43 and all metal finned head, 27N/73) fitted to Aircraft, held as spares, or fitted to Power Plants held as spares.

Note: Switches flame 27N/47 (consisting of Switch 27N/43 and head 27N/48) may have been converted to switches flame, 27N/72 by the exchange of the explosive head 27N/48 for the all metal finned head 27N/73, as authorised by AP. 1095A Vol.II, Pt.1, leaflet G.12.

- (C) Cases have been reported of corrosion occurring between the all metal finned head 27N/73 and the switch 27N/43 with consequent failure of the function of the switch as a fire detector. The defect is due to the chemical action of residual electrolyte trapped in the head unit after the "block nickle Plating" operation. The heads of the switches subsequent to Batch 2411 are plated separately to prevent this defect.
- (D) 1. Flame Switches 27N/72 fitted to Aircraft.

As soon as possible, not later than the next Daily Servicing, proceed as under:-

- (i) Examine aircraft to determine whether any all metal finned heads are fitted.
- (ii) Where none are fitted no further action is required except to record check as under Para. (E).
- (iii) Where all metal finned heads are fitted -
- (a) Examine switch for batch number, stencilled in opaque yellow on side of switch body near cable.
- (b) If the batch number is lower than 2411 the switch is suspect.
- (c) The all metal finned heads 27N/73 of suspect switches are to be removed and examined for corrosion. Where corrosion is evident the complete switch is to be removed and replaced with a new switch having a batch number higher than 2411. Uncorroded switches are to be
- Con.

refitted for service.

- (d) Check flame switch and fire warning installation in accordance with AP. 1095A. Vol.I. Sect.6, Chap.8 paras. 29 and 30 and the relevant aircraft Servicing Schedule.

(D) 2. Flame Switches 27N/72 fitted to Spare Power Plants.

As soon as possible but before installation take action in accordance with Para. (D) 1., sub-paras (i) to (iii) overleaf.

(D) 3. Flame Switches 27N/72 held as spares.

Suspect switches are to be inspected, as above, for corrosion before issue.

Note: All Switches 27N/72 found to be corroded under the terms of this S.I.I. are to be labelled STI/Elect/19 and returned to the Appropriate Maintenance Unit for disposal.

- (E) Record on Form 701 (or F.1125 as appropriate).
- (F) Raise Omnibus F.1022 for all switches that are found corroded.
- (G) Switches with batch number subsequent to 2411 have been corrected during Production.

SPECIAL NOTE.

The above switches are also used on Venom, Mosquito and Hornet aircraft.

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SUB-HEADING 19 GROUND EQUIPMENT.

Trestling Equipment - Defects.
Former, Nose Jacking (Ref 26FC/9001).

The following copy of Air Ministry letter reference A.11943/49Eng.4C dated 11th April. 1950, is forwarded for information.

"I am directed to refer to the above subject and to state that reports have been received to the effect that some of the subject formers now in service are incorrectly marked.

2. The upper surface is shaped to fit the fuselage under-surface at the trestling point, and instances have occurred where the front face of the former has been stamped with the word "REAR". If the formers are positioned in accordance with the marking, the special shaping will be reversed and will not, therefore, fit the fuselage correctly, resulting in damage to the aircraft skin.

3. All Units are to inspect holdings of the item of equipment and are to ensure that the former is correctly marked by offering it up to the fuselage at the trestling point on the fuselage so that a correct fit is obtained. The marking "REAR" should than be on that face of the former nearest the tail of the aircraft.

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HATFIELD HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES V No 197



DATE 12.5.50.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION SUB HEADING 12 FUEL SYSTEM.

FUEL TANK PRESSURES.

Reports have been received of instances of the inboard wing flexible fuel tanks leaking in Vampire aircraft.

The leaks appear to be due to two different causes:-

1. Weaknesses in the tank. These have been overcome by the addition of strengthening pieces to modification T.18.
2. Flexing of the tanks due to a depression in the tanks under certain conditions of flight. The flexing might cause local strains at the fitting attachments.

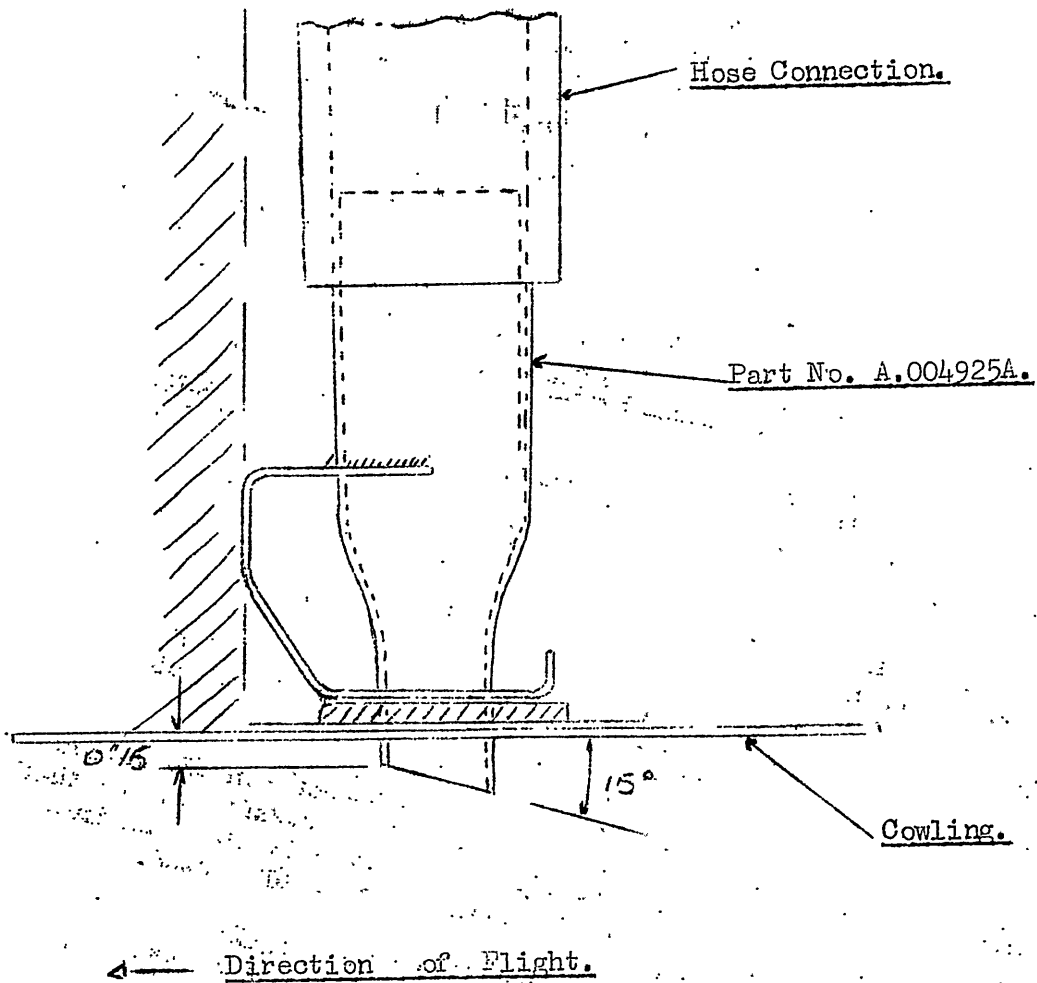
Measurements of the differential pressure between the inside of the tank and the tank bay were made, and the results showed that a maximum depression of -0.57 p.s.i. was obtained in the tank in a dive from 25,000 - 10,000 ft. at maximum permissible speed.

Further tests were made on the ground by applying a depression of -0.3 p.s.i. to the inside of a tank installed in a wing. Photographs show very bad distortion of the tank.

Tests were then carried out to determine how to produce a positive pressure in the tank under all flying conditions. The main vent pipe outlet was extended and cut at an angle of 15° to a line of flight and extended .15" at the forward end to allow for variations in the fit of the cowling.

We therefore are introducing this alteration by Vampire Modification 899 and the sketch overleaf indicates how the normal vent outlet is altered by this modification.

P.T.O.



The Normal vent Outlet is Flush with the Outside of the Cowling.

Vampire - Modification to Vent Outlet.

TECHNICAL NEWS SHEET

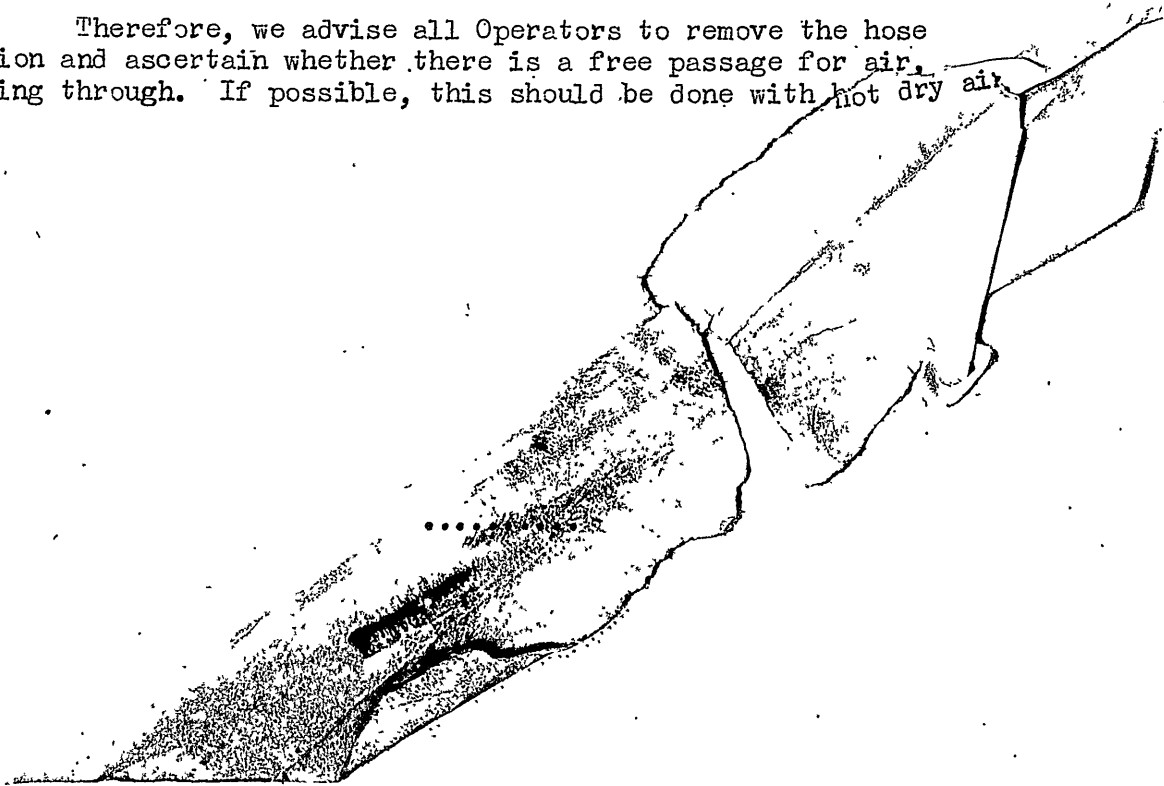
SERIES V No 198DATE 12.5.50.ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETINVAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 7 FUSELAGE ASSEMBLY.AIR DRIER SYSTEM

A case has occurred recently where the Windscreen on one aircraft collapsed in flight, due to a stoppage in the drier system.

This stoppage was traced to the hose connection Part Number A.001111 (see Fig.4, Chap: 10 of the Civil Maintenance Manual, or Fig. 32 in AP. 4099E, Vol: 1, Section 4, Chap: 3).

The fault lay in the small hole through the hose connection not being drilled right through into the larger orifice.

Therefore, we advise all Operators to remove the hose connection and ascertain whether there is a free passage for air, by blowing through. If possible, this should be done with hot dry air.



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SERIES VNo 199DATE 12.5.50.ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

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

- (A) Special Technical Instruction/Vampire/33.
Electric Cables in Engine Bay and under Flaps of Starboard Wing -
Deterioration.
- (B) All Vampires Mk. 1, 3 and 5 and Sea Vampires Mk. 20 21 and 22.
with Mods. 393 and N. 306 not embodied.
- (C) Cases have been reported of deterioration of the cables in the
engine bay, routed from the voltage regulator panel. (mounted on
underside of the starboard wing tip skin) to the generator, and
those routed from the voltage regulator panel to the junction box
No.2 (on after side of firewall), due to saturation with Aviation
Turbine Fuel.
- (D) At the next Daily Servicing examine, for deterioration, all cables
in the engine bay, routed to the voltage regulator panel. Where
replacement is necessary, proceed as follows:-
- (i) Carefully remove and retain the asbestos lagging from the
cable runs.
- (ii) Replace the cables from the generator to the V.R. panel with
Trigenmet No.2 Stores Ref 5E/2014, covered with P.V.C.
TUBING/Stores Ref. 5E/1304.
5/8" I.D.
- (iii) Replace cables from the VR. panel to junction box. No.2.
with two cables UNIVIN 37 Stores Ref. 5E/2189 and one
cable UNIVIN 7, Stores Ref. 5E/2106, covered with P.V.C.
tubing, Stores Ref. 5E/2116.
- (iv) Replace the original asbestos covering, if unbroken and free
from fluid soakage, otherwise replace with new asbestos lagging,
Stores Ref, 32E/18.
- (E) Record on Form 701 (or 1125) as applicable).
- (F) Report any further cases after embodiment of this S.T.I. on Form
1022.
- (G) Later production aircraft will have mod 393 (N. 306) embodied.

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SERIES V No 200



DATE 31.5.50.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 19 GROUND EQUIPMENT.

USE OF TOWING BRIDLE.

We have noticed on some occasions Operators towing Vampire aircraft without the use of the towing bridle.

It has always been our recommendation that the towing bridle be used in every case and we would bring forward once again, the importance of this.

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SUB HEADING 7 FUSELAGE ASSEMBLY.

Servicing Instruction/Vampire/10A.
(Amending SI/Vampire/10)

Bending of fuselage ammunition door lock plungers, causing door to open in flight.

Reference this H.Q.'s postagram of above reference , dated 4th March. 1949, paragraph D(i) is to be amended as follows:-

"At next Daily Servicing and at each subsequent Daily Star Servicing, examine..... follows".

Note. This is necessary owing to the prevalence of cases which have occurred recently.

R.D.A. DEFECTS.

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