

# 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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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

### 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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NOTE! V. 322 - NO COPY

# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V

NO 403



DATE 17.4.53

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

SUB. HEADING 12, FUEL SYSTEM

### Special Technical Notice/Vampire/4

### Vampire Mk. 1, 3 and 5 aircraft: mod. 694: Fuel availability

Vampire Mod. 694 introduces new wing fuel tanks to improve feed at high angles of incidence. Embodiment of this mod. raises the amount of fuel available for use from 295 gallons to 325 gallons.

2. Inquiry into a recent accident revealed that the pilot had no information regarding the embodiment of modification 694 on the aircraft concerned and assumed incorrectly that 325 gallons were available for use.

3. It is recommended that the Forms 700 of all Vampire Marks 1, 3 and 5 aircraft on which modification 694 is not embodied be suitably endorsed to refer to the non-embodiment of the modification and to indicate the actual amount of fuel available for use when the tanks are full.

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HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V

No 404



DATE 17.4.53.

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

VAMPIRE N.F.10 AIRCRAFT - TELESCOPIC LADDER.

It has been found that damage may be caused to the fastener of the telescopic ladder by incorrect handling of the ladder with the fastener engaged. This also results in some distortion of the main forward flange of the top platform of the ladder and scoring of the fuselage side.

A Repair drawing No. R.13.M.101 issue 1 has been produced which details the rectification and repair of damaged ladders and this drawing will be sent to those operators who desire it.

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SUB. HEADING 12, FUEL SYSTEM

MAIN FUSELAGE TANK - NON-RETURN VALVES

Under certain conditions, the plate type non-return valves in the base plate of the sump leak and permit fuel to flow from the main fuselage tank back into the wing tanks; the excess fuel eventually finding its way into the vent lines and so out on to the hangar floor.

Modification Vampire 3277 has been raised and is in course of issue to introduce plate valves at this position with rubber facings which have proved effective seals against the leaking back of fuel.

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TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V

No 405



DATE 17.4.53.

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

### FOWLING OF RUDDER PEDAL

Operators should be advised that when a Mk. 11 Normalair valve is fitted as a replacement of a Mk. 9 valve, the full Modification Vampire 871 should be embodied otherwise it will be found that the starboard rudder pedal may foul the valve filter housing.

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SUB. HEADING 20, MODIFICATIONS

### Modification Vampire 851

When the above modification is being embodied on aircraft without modifications Vampire 393 and PP.23 embodied, it will be found necessary to slightly re-bend the spray ring to clear the generator and hoses.

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TECHNICAL NEWS SHEET

SERIES V

No 407



DATE 20.4.53

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/Ejection Seat/2  
(Cancelling and Superseding Special Technical Instruction/Miscellaneous/  
197 and 197A)  
Ejection Seats - Firing Bodies of Ejection and Drogue Gun - Defective  
Springs
- (B) Martin Baker Ejection Seats - All Marks. Firing Bodies 27L/7 (B/1301)  
fitted in Ejection Gun 27L/2 (E.1340) and Drogue Gun 27L/3 (E./1410)  
assemblies installed in aircraft or held as spares.
- (C) It has been reported that springs in the firing bodies of ejection guns and drogue guns may have experienced a slight permanent set, which may prevent the proper firing of the cartridge.
- (D) Before the next flight or in case of spares, before issue, the following action is to be taken:
- (i) The firing body must be removed from the ejection gun (AP.4288A, Vol. 1, Section 7, Chapter 5, para. 2) and the compression of the spring must be tested as in AP.4288A. Vol. 1, Section 7, Chapter 5, Para. 10.
  - (ii) A similar test must be carried out on the drogue gun (AP.4288A, Volume 1, Section 7, Chapter 5, Para. 14 and AP.4288A, Vol. 1 Chapter 5, Para. 15).
  - (iii) Before applying the spring balance test the spring should be compressed solid twice.

Continued.....

DE HAVILLAND SERVICE  
AIRSPEED DIVISION

CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE  
CHRISTCHURCH 1600

CABLES  
HAVILLAND TELEX CHRISTCHURCH

TELEX  
CHRISTCHURCH 41-536

TECHNICAL NEWS SHEET

SERIES V No. 407 Issue 2 DATE 3. 10. 1958



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

This News Sheet cancels and supersedes Issue 1 dated 20.4.1953.

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

EJECTION SEATS : FIRING BODIES OF EJECTION AND DROGUE GUN:  
DEFECTIVE SPRINGS  
(SPECIAL TECHNICAL INSTRUCTION/EJECTION SEAT/2).

The above Instruction, which was published on Issue 1 of this news sheet in 1953, has been cancelled by the Ministry of Supply Review of Special Instructions (Technical) of May, 1957, its purpose having been fulfilled.

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EJECTION SEATS : JAMMING OF SEAT ON GUIDE RAILS DUE TO  
INGRESS OF LOOSE MANDREL HEADS.  
(SPECIAL TECHNICAL INSTRUCTION/EJECTION SEAT/3).

The above Instruction, which was published on Issue 1 of this news sheet in 1953, has been cancelled by the Ministry of Supply Review of Special Instructions (Technical) of May, 1957, its purpose having been fulfilled.

- o -

SUB HEADING 7. FUSELAGE ASSEMBLY.

MARTIN BAKER EJECTION SEATS : STATIC LINE CONTAINER  
ASSEMBLY : LUBRICATION.  
(SERVICING INSTRUCTION/EJECTION SEAT/2).

The above Instruction, which was published on Issue 1 of this news  
Continued...



sheet, is now deleted as it is applicable only to Mark 1 seats, which are not fitted to Vampire aircraft.

- o -

The last News Sheet applicable to the Marks 11, 22 and 55 was V. 404.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V

No. 408



DATE 20.4.53.

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 13, RADIO

- (A) SPECIAL TECHNICAL INSTRUCTION/RADIO (AIRBORNE ASSEMBLY)/38  
I.F.F. Mk. 3-G.R. (ARI.5131) - RECEIVER, TYPE R.3121 -  
PREVENTION OF DAMAGE BY FIRE
- (B) All Receivers, Type R.3121 (Ref. IODB/570) in use or held as spare.
- (C) Certain resistors in the Receiver, Type R.3121, are being seriously overrun as a result of extreme age, the higher aircraft supply voltage in Meteor aircraft and the fact that they were originally selected according to R.M.A. wattage ratings. These circumstances have resulted in a number of serious fires in the components of the set. STN/Radio/(Airborne Assembly)/1 refers.
- (D) Refer to AP.2887D, Vol. 1, Chap. 1, Figs. 3 and 17. Locate and replace the following resistors with the indicated interservice items:-

<u>Component</u>	<u>Resistance Value</u>	<u>Replacement Item</u>
R.17	100 K ohms	2 x 220 K ohms, 1 watt in parallel 10W/Z.213080 or 213331 or 223311
R.45	47 K ohms	2 x 100 K ohms, 1 watt in parallel 10W/Z.213038 or 213327 or 223296

Continued.....

<u>Component</u>	<u>Resistance Value.</u>	<u>Replacement Item</u>
R.13	47 K ohms	2 x 100 K ohms, 1 watt in parallel 10W/Z.212215 or 212263 or 222222
R.24	15 K ohms	15 K ohm, 3 watt wirewound 10/Z.244245
R.92	680 ohms	680 ohms, 3 watt, wirewound 10/Z.243389

(E) Record on the equipment modification label and Form 3592.

(F) Nil.

(G) Modification action is in hand.

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SUB. HEADING 11, ELECTRICAL INSTALLATION

- (A) SPECIAL TECHNICAL INSTRUCTION/ELECTRICAL/66  
(Cancelling and Superseding Special Technical Instruction/Canberra/19)  
Micro Switches in Turbine Engined Aircraft: Effects of Kerosene
- (B) All Switches, Micro, Stores Ref. 5C/2126, 3937, 4098 or 4099 fitted to turbine engined aircraft.
- (C) If Kerosene penetrates these switches, it causes the internal neoprene gasket to swell sufficiently for it to foul the switch plunger and thereby prevent movement of the plunger. To overcome this, the hole in the gasket through which the plunger passes, has been enlarged to such an extent that, if swelling does occur, fouling is not possible. It is essential that only micro-switches with the modified gasket should be fitted to turbine engined aircraft.
- (D) 1. Not later than next Minor Servicing, remove micro-switches, Stores Ref. 5C/2126, 3937, 4098 or 4099 and replace with micro-switches, Ref. 5C/4638 or 5C/4639. (Ref. 5C/4638 breaks one-makes one. Ref. 5C/4639 breaks two-makes two). Both are metal cased.

Continued.....

2. Adjust switches in accordance with the setting instructions contained in the relevant A.P's.

NOTE: Modified switches may still bear the original reference numbers. Such switches may be identified by a rubber stamp marking "M.G." in yellow on the side of a switch. Despite the fact that they bear the original reference, modified switches are to be considered as 5C/4638 or 4639 and accordingly, the old reference is to be obliterated and the new one marked on.

- (E) Record on appropriate forms. Where STI./CANBERRA/19 Has been satisfied records are to be amended to show "STI/Elec/66 satisfied."
- (F) Nil.
- (G) 1. Modification action in respect of the switches has already been taken. Ultimately, modified switches will be marked with their correct reference, 5C/4638 or 4639. Switches reference 5C/4098 and 4099 will be declared obsolescent (5C/2126 and 3937 are already).
2. Application of STI/Canberra/19 makes compliance with this S.T.I. unnecessary.

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SUB. HEADING 7, FUSELAGE ASSEMBLY

- A. Special Technical Instruction/Vampire/Venom Canopy Hatch Pins Shearing.
- B. Vampire Mk. 10 and 11. Venom Mk. 2.
- C. Cases have been reported of the canopy hatch pins being found in a state of partial shear and in one case was considered to be the primary cause of the loss of a canopy hatch in flight.
- D. As soon as possible and at subsequent primary servicing, replace the hinge pins with new ones, Part Nos. Mk. 10 - 13.FC.117; Mk. 11 - 15.FC.773; Venom Mk. 2 - 13.FC.117.
- E. Record on appropriate form.
- F. Nil.
- G. Embodiment of Mod. Vampire No. 3125 on Mk. 10 and 3126 on Mk. 11 and Mod. 166 on Venom Mk. 2 cancels this S.T.I.

Continued.....

NOTE: Personnel should be warned against using the hatch as a support and of the need for care when the hatch is opened in adverse weather conditions.

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SUB. HEADING 7. FUSELAGE ASSEMBLY

Special Technical Instruction/Ejection Seat/1a  
(Amending Special Technical Instruction/Ejection Seat/1)  
Ejection Seats - Ejection and Drogue Firing Guns - Incorrect Lubrication

Special Technical Instruction/Ejection Seat/1 issued under this H.Q.'s reference Ejection Seats/R.D.A. Defects/3 dated 6th March, 1953 is to be amended as follows:-

Para. (G) Add at the end of para:-

NOTE:- Ejection Seats produced after 14th June, 1951 or seats to which Mod. 102 has been applied have had the requirements of this S.T.I. satisfied.

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# DE HAVILLAND SERVICE

AIRSPPEED DIVISION

CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE  
CHRISTCHURCH 1600

CABLES  
HAVILLAND TELEX CHRISTCHURCH

TELEX  
CHRISTCHURCH 41-536

## TECHNICAL NEWS SHEET

SERIES V

N.08

Issue 2

DATE 8.10.1958



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

This News Sheet cancels and supersedes Issue 1 dated 20.4.1953.

VAMPIRE AIRFRAME, GENERAL CIRCULATION  
SUB HEADING 13. RADIO.

I. F. F. MARK 3G. R. (A. R. I. 5131): RECEIVER, TYPE R. 3121:

PREVENTION OF DAMAGE BY FIRE. (SPECIAL  
TECHNICAL INSTRUCTION/RADIO (AIRBORNE/38)

The above Instruction, which was published on Issue 1 of this news sheet in 1953, has been cancelled by the Ministry of Supply Review of Special Instructions (Technical) of May, 1957.

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SUB HEADING 11. ELECTRICAL INSTALLATION.

MICRO SWITCHES IN TURBINE ENGINED AIRCRAFT : EFFECTS  
OF KEROSENE. (SPECIAL TECHNICAL INSTRUCTION/  
ELECTRICAL /66).

The above Instruction, which was published on Issue 1 of this news sheet in 1953, has been superseded by the Ministry of Supply Review of Special Instructions (Technical) of May, 1957, except for contractors. The instruction has, therefore, been withdrawn from general circulation.

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SUB HEADING 7. FUSELAGE ASSEMBLY.

CANOPY HATCH PINS : SHEARING.

Vampire Marks 10, 11, 54, 55.

The un-numbered Vampire/Venom Special Technical Instruction, published on Issue 1 of this news sheet, was cancelled and superseded by Servicing Instruction/Vampire/43 on Technical News Sheet V. 396, dated 1.4.1953.

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Continued....

SUB HEADING 7. FUSELAGE ASSEMBLY.

EJECTION SEATS : EJECTION AND DROGUE FIRING GUNS:  
INCORRECT LUBRICATION  
(SPECIAL TECHNICAL INSTRUCTION / EJECTION SEAT/1A)

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

- o -

The last News Sheet applicable to the Marks 1, 3, 5, 6, 9, 20, 21, 50, 52 and 52A was V.405.

The last News Sheet applicable to the Marks 10, 11, 54 and 55 was V.404.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SUBJECT V No 409



DATE 21.4.53.

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

#### Special Technical Notice/Electrical/10 Pren Cables: Replacement for Cel and Vin Cables

In general, replacement Pren cables are smaller in diameter than the Cel or Vin types they replace and it may be necessary to employ sleeves or tapes to make up the difference in diameter of the cables particularly in those cases where the cables enter glands or fittings or where held under cleats.

2. Alternately new cleats or glands with the correct internal dimensions to suit the smaller diameter cables should be used.

3. It is recommended that new fittings, as quoted in para. 2 above, be used or that the following items be employed, when changing from Cel or Vin cables to Pren cable:-

(a) Sec. 5F/- P.V.C. or Neoprene sleeving.

(b) Sec. 5F/2232 Glass Tape.

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### SUB. HEADING 11, ELECTRICAL INSTALLATION

#### Special Technical Notice/Electrical/9 Circuit Breakers Type "A" (Ref. 5C/2559 to 2564) and Type "D" (Ref. 5C/2853)

Further to this H.Q.'s postagram ref. Electrical/R.D.A. Defects/131B dated 18th July, 1952, herewith the text of Air Ministry letter ref. A.23322/49/Air Eng. 3(a)2 dated 17th February, 1953 for information and action:-

"I am directed to refer to the above subject and to Air Ministry letter of even reference dated 15th June, 1952.

2. A great deal of evidence is now available on the defects which recur on Types "A" and "D" circuit breakers and it is considered that any new defects encountered will be isolated cases.

Continued.....



3. I am to request that instructions are issued that no further Defect Reports on Type "A" and "D" circuit breakers (are required.)

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SUB. HEADING 1, ARMAMENT.

Special Technical Notice/Miscellaneous/8  
Cameras G.45B, Magazine (Sec. 144/1393)

Cases have occurred of G.45B Camera failures due to jamming of the film in the magazine which is caused by metal projections at the screwdriver slots under the heads of film roller retaining screws.

2. The metal projections under the screwheads has been the result of pressure exerted during the machining of screwdriver slots. Action has been taken by the Manufacturer to prevent further cases during recent production.

3. There may still be magazines in use fitted with unsatisfactory screws and provision has been made for replacement screws (Stores Ref. 14A/4538) to enable Units to rectify this defect. There are three screws per magazine and Units are requested only to demand actual requirements as the present stock is limited

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SUB. HEADING 11, ELECTRICAL INSTALLATION

Special Technical Instruction/Electrical/60A  
(Amending Special Technical Instruction/Electrical/60)  
Check for Wear of Nut Securing Contact Plate on Armature Spindle

Special Technical Instruction/Electrical/60, issued under this H.Q.'s reference Electrical/RDA Defects/144B dated 5th November, 1952 is to be amended as follows:-

Para (A) Amend to read:-

"Switches Magnetic Relay Types 'G' (5C/896), 'H' (5C/897) and 'J' (5C/1936 and 1937). Check for wear of nut securing contact plate on armature spindle."

Continued.....

Para. (B) Amend to read:-

"Switches Magnetic Relay Types 'G' (5C/896), 'H' (5C/897) and 'J' (5C/1936 and 1937) fitted to aircraft."

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SUB. HEADING 13, RADIO

Special Technical Notice/Radio/(Airborne Assembly)/2. Miniature, JONES Type Sockets: Type 632 (10H/18629), Type 637 (10H/18683), Type S.308A.B (10H/18812), Type S.312A.B (10H/18813): Copper Spring Contacts: Possibility of Fracture

Herewith the text of Air Ministry postagram ref. A.55259/50 dated 6th February, 1953 for information and necessary action:-

"A number of the above sockets manufactured by a certain Company during the early months of 1952, used BERYLLIUM COPPER contact springs, which are very brittle and may fracture when a plug is inserted.

The suspect sockets have been retrieved to a large extent, but a few sockets may have been fitted into radio assemblies quoted below and detailed identification is not possible.

In view of the small numbers involved, when compared with the numbers of main assemblies in use, it is deemed impracticable to originate S.T.I. action.

2. The suspect sockets are used as follows:-

- (a) 10H/18629 - TR.1934/35/36 sub-assemblies.
- (b) 10H/18812 - GEE Mk. 3 (A.R.I.5816) and TR.1934/35/36 sub-assemblies.
- (c) 10H/18683 - TR.1934/35/36 sub-assemblies.
- (d) 10H/18813 - Radio Compass (A.R.I.5428) and GEE Mk. 3 (A.R.I.5816)

Continued.....

3. The suspect sockets may be identified as follows:-

<u>Description</u>	<u>Remarks</u>
(a) 10H/18629 Socket type 632 - Letters A.W.C.N. stamped on shrouds.	
(b) 10H/18683 Socket type 637 - Marked A.W.C.N.3 in yellow ink.	
(c) 10H/18812 Socket type S.308A.B	No distinguishing marks.
(d) 10H/18813 Socket type S.312A.B	

4. The manufacturer concerned used BERYLLIUM COPPER contacts non-silver plated, whereas sockets made by other firms use silver-plated contacts. The suspect contacts have a dirty appearance caused by the heat treatment, which is the cause of the defect, making the contacts brittle.

5. To date, no reports, by Form 1022 G, of defective sockets have been received, and it is not expected that faults will show, in use, but they may be disclosed on inspection of sub-assemblies.

6. Any Unit, discovering broken contacts in miniature JONES type Sockets, is to submit Form 1022 G, quoting full details."

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SUB. HEADING 13, RADIO

Special Technical Notice/Radio (Airborne)/1  
IFF Mk. 3GR.(ARI.5131) - Receiver Type R.3121  
Damage by Fire.

Four cases have been reported of severe damage by fire in the centre chassis of the R.3121 receiver. In three instances, the chassis has suffered almost complete destruction; the paxolin panels being burnt; solder melted and envelopes melted of valves situated in the upper chassis. These conditions strongly suggest that the fire has spread due to the running of molten wax and burning wax from wax covered condensers, which also tends to obscure the source of the fire. All case have occurred in Meteor aircraft.

2. Despite the proximity of the cardboard case of the detonator to the ballast resistor R.64, it is considered that this is not the cause of the defect.

3. As a preventative measure and to help in the investigation of this defect, the following points should be observed:-

Continued.....

- (a) When Receivers, Type R.3121, are received for installation in aircraft, they should be subjected to a "soak-test" on the bench for at least four hours prior to installation.
- (b) On each occasion when a receiver is removed from an aircraft, it should be carefully inspected for signs of overheating, particularly in the centre chassis. Any cases found should be made the subject of Form 1022 action, which should include a report on the state of the 20 amp fuse in the power supply line to the R.3121, and the set retained pending disposal instructions.
- (c) Any incident or information which may have a bearing on this defect should be immediately reported through the appropriate channels to the Ministry of Supply, RDA (Defects), particularly any circumstances which may serve to indicate the immediate source of overheating.

4. The defect is under urgent investigation both from the component and installation viewpoints. An experiment has also been initiated using a 10-amp fuse in place of the 20-amp fuse at present fitted in the supply line.

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SUB. HEADING 23, INSTRUMENTS.

Special Technical Notice/Instruments/4  
Standard Serviceability Tests: G.4F and G.4B Compasses:  
Amendment: Advance Information

A.P.1275, Vol. 1, Sec. 3, Chap. 15 and 16, Appendix 1, Par. 18 concerning SG.50 and SG.51, Standard Serviceability Tests, will be amended, in due course, as follows, in order to clarify the tests in respect of annunciator sensitivity.

"Use the synchronizing knob to obtain the null position so that the annunciator is central in the window. Check to ensure that when the gyro is displaced in either direction from the null by 1°, the appropriate annunciator indication is fully displayed in the window."

This will be added as a sub-paragraph to Para. 18.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES \_\_\_\_\_ No. 410  DATE 16.5.53

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/86  
Starter Relay Cover and Spring Clip: Incorrect Material and  
danger of Short Circuit, respectively.

B Vampire all marks.

C. Cases have been reported of the cover, Part No. NOO104A, which provides protection for the starter circuit relays that are mounted on a panel on the rear of No 4 bulkhead, being manufactured in commercial felt instead of rubber impregnated felt. The commercial felt has absorbent properties and, therefore, presents a fire risk during starting. A case has also been reported of a short circuit caused by contact of the cover spring clip with the starter relay terminals.

D. As soon as convenient and not later than the next Primary Star Servicing proceed as follows:-

1. Identify which material has been used for the cover. Both are of an off-white colour but the soft absorbent felt is readily distinguishable by its texture from the harder impregnated rubberised materials.

2. If the incorrect material has been used the cover should be changed either for the correct one, or, if this is not available, a locally manufactured cover as per Drawing No. ROON.11 using Neoprene rubber sheet or a fabric impregnated with Neoprene.

3. To remove the cover the relays should be disconnected and then taken off the panel; this will facilitate access to the four  $\frac{1}{8}$ " rivets securing the cover to the panel, and the rivets may then be drilled out.

Continued.....

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4. Use the existing stiffeners and spring clip on the replacement cover.
  5. Secure the cover to the panel with Chobert rivets.
  6. Replace the relays ensuring that the cover is well clear of the starter resistance illustrated at 'B' and connect up.
  7. Irrespective of previous paragraphs fit 8 mm P.V.C. insulating tube over both legs of the spring clip extending  $\frac{1}{4}$ " over the end of the clip as illustrated at "A".
- E. Record on appropriate form.
- F. Nil.
- G. Nil.

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DRAWING ROOM 11 ATTACHED HEREWITH.

TECHNICAL NEWS SHEET

SERIES V. No. 411



DATE 16.5.53

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/89  
Pneumatic Pipe-Pressure Maintaining Valve: Damage by Cannon

B. Vampire T.11

C. Cases have been reported of the pneumatic pipe Part No.15.S.565AND which links the pressure maintaining valve to the main pressure line being damaged when the port inboard cannon is removed.

A re-routing of the vulnerable pipe is necessary.

D. On or before the next Intermediate Servicing after receipt of spares proceed as follows:-

1. Release the air pressure in the system.
2. Remove the redundant pipe shown on drawing R.15.S.101 and disconnect the pipe Part No.15.S.551 linking the pressure maintaining valve to the hatch seal pressure reducing valve.
3. Remove the pressure maintaining valve securing clamps, reverse the valve position as shown and replace the clamps.
4. Reconnect the union nut on top of the valve.
5. Ensuring internal cleanliness, fit the new pipe (15.S.565AND, Issue 4) as illustrated.

E. Record on appropriate form.

F. Nil.

G. Modification action is in hand

DRAWING R15S101 ATTACHED HEREWITH.

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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

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TECHNICAL NEWS SHEET



SERIES \_\_\_\_\_ V NO 412 Issue 2 DATE 9.8.57.

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

This Technical News Sheet supersedes Issue 1 which was cancelled by Appendix 1 to the list of Cancelled News Sheets dated 18.7.56, filed with the News Sheet Index.

The following information was published formerly on Technical News Sheet V 419 issue 1, dated 9.6.53, and has been transferred to this news sheet without alteration to the text.

VAMPIRE AIRFRAME, GENERAL CIRCULATION.  
SUB HEADING 7, FUSELAGE ASSEMBLY.  
14. SERVICES, AIRCRAFT.

INSTRUMENT PANEL FOULS CANOPY JETTISON  
HANDLE DURING SERVICING

It has been reported that it is possible to foul the canopy jettison handle when the lower instrument panel is hinged down during servicing.

Such fouling is liable to cause a partial selection of the jettison selector. It is recommended, therefore, that the jettison selector cable be disconnected, temporarily, by withdrawal of the pin Pt. No. SP/AY/B3 by which the cable is attached to the selector, whenever the lower instrument panel is to be hinged down.

Special precautions to ensure re-connection of the cable will be necessary.

This information has been issued by the Ministry of Supply as Special Technical Notice/Vampire/5.

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## TECHNICAL NEWS SHEET

SERIES V. No. 413DATE 18.5.53ISSUED 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 FUSELAGE ASSEMBLY

- A. Special Technical Instruction/Vampire/77A  
(Cancelling and Superseding Special Technical Instruction/Vampire/77  
Fuselage Fuel Tanks: Cracking at Pillar Adaptor Bases,
- B. Vampire, Sea Vampire. All Marks.
- C. Cases have been reported of the fuselage fuel tanks cracking in the vicinity of the vent pillar adaptor. This is considered to be due to the tank skin being strained when the vent pillar adaptor is overtightened to prevent leaks.
- D. Whenever it is necessary to remove the vent pillar adaptor or the fuel transfer pillar adaptor or in the case of a leak from either, and not later than next Minor Servicing, proceed as follows:
- 1.1. Vampire. Strip the vent pillar adaptor banjo assembly situated at the top rear face of No.4 bulkhead and remove the pillar adaptor from the tank. Dispose of the aluminium washers Part No. AGS.568F fitted one on either side of the banjo, and one between the base of the pillar adaptor and the tank and reassemble using bonded rubber seals 3 off Part No.SP.837 MK.20B.
  2. In a similar manner replace the aluminium washer, Part No. AGS.1138/H, 3 off fitted in the same positions as detailed in sub-para (1) on the fuel transfer pillar adaptor with bonded seals 3 off Part No.SP.837 MK.24B.
  - 2.1. Sea Vampire Strip the vent pillar adaptor banjo assembly situated at the top rear face of No.4 bulkhead and remove the pillar adaptor from the tank. Dispose of the aluminium washers Part No.AGS.568F fitted on either side of the banjo, and replace with bonded seals Part No.AGS.1186/H. Dispose of the aluminium washers Part No.AGS.568F fitted between the base of the pillar adaptor and the tank and reassemble using bonded rubber seal Part No.AGS.1186/F.

Continued.....

2. In a similar manner replace the aluminium washer, Part No. AGS.1138/H, 3 off fitted in the same positions as detailed in sub-para (1) on the fuel transfer pillar adaptor with bonded seals 3 off Part No. AGS.1186/H.

NOTE 1. When re-assembling the pillar adaptor care should be taken not to overtighten as the bonded seals do not require crusing to effect a seal. Bonded seals should not be used a second time.

NOTE 2. Care should be also taken to ensure that the pillar adaptors pass centrally through the apertures in the bulkhead. After the first flight following a tank replacement it is sometimes necessary to re-tighten the tank straps.

E. Record on appropriate form.

F. Nil.

G. Compliance with this S.T.I. satisfies Vampire Mod. 3259 or Sea Vampire Mod.1029 as appropriate.

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SUB HEADING 7 FUSELAGE ASEMBLY.

Special Technical Instruction/Vampire/68A: Correction.

Special Technical Instruction/Vampire/68A, issued under this H.Q. reference Vampire/RDA Defects/258 dated 8th January,1953, is to be amended, as follows:-

Para.(D) 3 Line 2: For "Bostik 1791 (Primer) and Bostik 1790 (Sealant)" read

"Bostik 1790 (filler) and 1751 (sealant), Stores Ref. 33C/1138 and 1139 respectively. "

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SUB HEADING 4 CONTROLS FLYING.

Servicing Instruction/Vampire/31C

Amending Servicing Instructions/Vampire/31,31A and 31B

Elevator and Rudder Control Cables: Fraying at Elliptical Pulleys

Continued.....

Servicing Instructions/Vampire/31,31A and 31B issued under this HQs references Vampire/RDA Defects/152 - 269 dated 4th March, 21 March 19 December 1952 and 10th February 1953, are to be amended as follows:-

1. Para C line four.....delete "eight".
2. Para C.....below "26FC/3698 Part No.K00453 Mark 5 "insert "26FC/3697, Part No.K00453,Mark 8".
3. Para.D.2. At the end add("The principle of automatic change after a 300 Hr."life" is not to be applied to cable 26FC/3698 Part No.K00453, Mark 8 until further notification is given. As an interim measure the cable quoted is to be changed only when found unserviceable)."
4. All concerned are to note that the Amendment in item 3 above has the effect of temporary suspension of S.I./Vampire/31B

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
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## TECHNICAL NEWS SHEET

SERIES V No. 414



DATE 19.5.53

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.

#### Special Technical Notice/Miscellaneous/4A Dunlop Pilots Control Handles Straight Type - Spring Retaining Clip, Part No. ACO. 3118

A case has been reported where the spring retaining clip was found to be incorrectly assembled to the brake lever of a straight type pilots control handle. Normally the clip in addition to securing the brake lever pivot pins, retains the small retaining peg which pivots in a channel in the guide plate. In the case reported the clip had been fitted in the reverse way so that the angular projection was facing forward, leaving the head of the peg exposed and liable to fall out.

2. The retaining clip Part No. ACO. 3118 is used on the handles listed hereunder.

AC.1400	AC.10044	AC.10218	AC10924
AC.10300	AC.10244	AC.10646	AC.11230
AC10004	AC.10522	AC.10780	AC.11237
AC.10024	AC.10554	AC.10300	AC.11236
AC.1280	AC.10607	AC.10922	AC.11238

3 The attention of all concerned is to be drawn to the correct method of fitting the retaining clip, as shown in sketch attached, when brake levers are assembled.

4. Servicing Instruction/Miscellaneous/56 has been issued as a parallel to this special Technical Notice. The Servicing Instruction quoted will be cancelled, after three months, by which time the required technique should be understood by all concerned.

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Continued.....

SUB HEADING 4 CONTROLS FLYING.

A. Servicing Instruction/Miscellaneous/56  
Pilots Control Handles Dunlop, Straight Type:  
Correct Fitting of Spring Retaining Clip

B. Dunlop Pilots Control Handles, types:-

AC.1400	AC.10044	AC.10218	AC.10924
AC.10300	AC.10244	AC.10646	AC.11230
AC.10004	AC.10522	AC.10780	AC.11232
AC.10024	AC.10,54	AC.10800	AC.11236
AC.1280	AC.10607	AC.10922	AC.11238

C. A case has been reported where the spring retaining clip was found to be incorrectly assembled to the brake lever of a straight type pilots control handle.

D.1. (a) At the first convenient opportunity, and not later than the next primary servicing inspect the spring clip (Part No.AC03118), which secures the brake lever pivot pins and the retaining peg which pivots in the channel of the guide plate, for correct fitment.

(b) Incorrectly fitted spring retaining clips are to be repositioned as shown in the attached sketch (Serial Z.4247R).

D.2. Repeat the inspection and where necessary the correction quoted Para D.1.above at each subsequent Intermediate Servicing.

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

F. Nil.

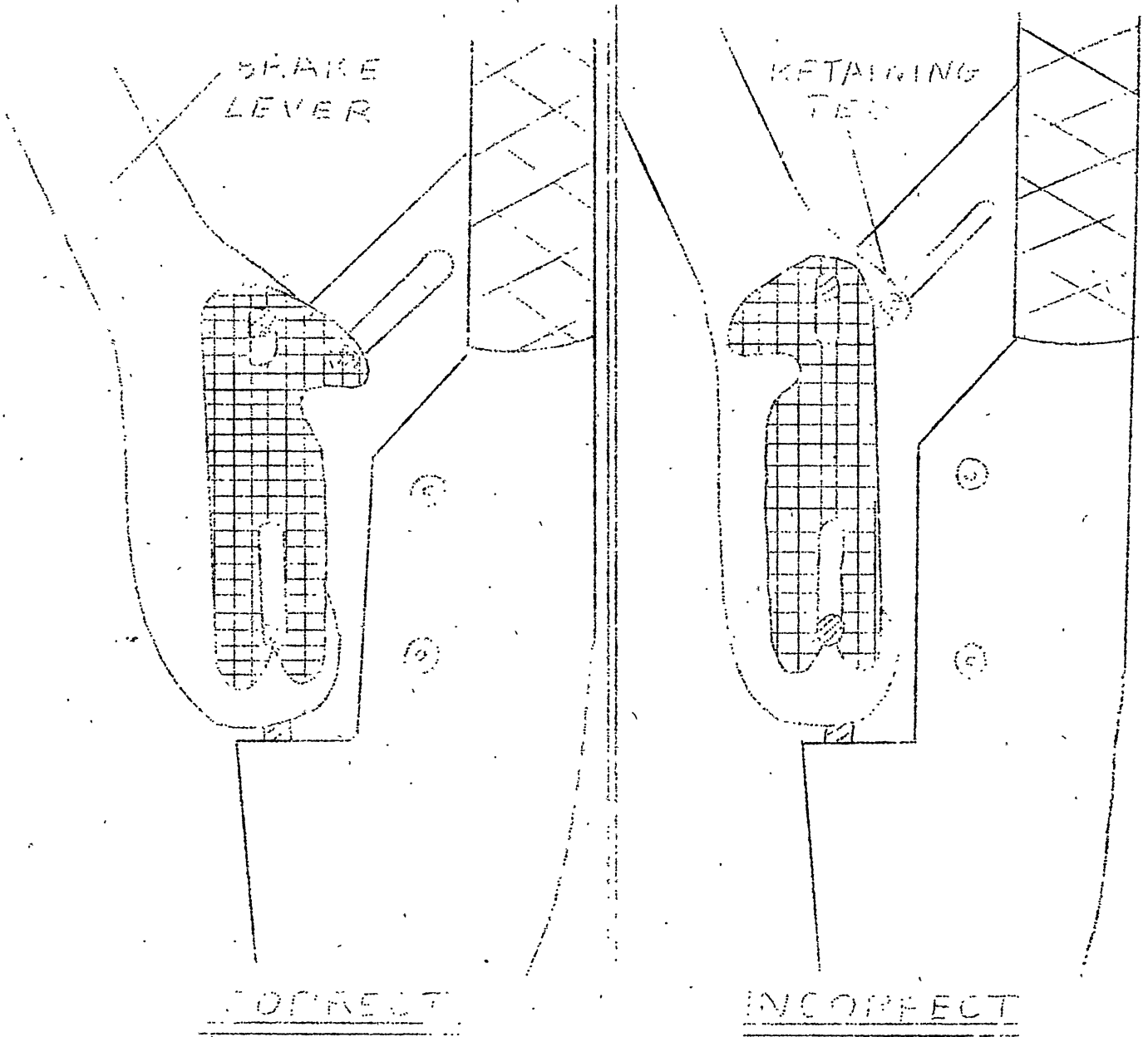
G. Nil.

.....

Drawing No. Z.4247.R.Attached hereto.

V-4 III Cont.  
V-4 IV Cont.

SHEET 3



HATFIELD HERTFORDSHIRE ENGLAND

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*See also Serial C.T.I No 52*

## TECHNICAL NEWS SHEET

SERIES V.      No. 414      DATE 19.9.56.  
 Issue 2



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

THIS TECHNICAL NEWS SHEET CANCELS AND SUPERSEDES ISSUE 1 DATED 19.5.53.

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

DUNLOP PILOTS CONTROL HANDLES, SPRING RETAINING CLIP  
PART NO. ACO. 3118 BECOMING DETACHED -  
VAMPIRE TRAINER AND VAMPIRE NIGHT FIGHTER AIRCRAFT

We are circulating for your information and necessary action, the following, which has been issued by R.D.A. (Defects), M.O.S., St. Giles Court, St. Giles High Street, London, W.C.2., in the form of Special Technical Notice/Miscellaneous/62 which cancels and supersedes Special Technical Notice/Miscellaneous/4 published on Issue 1 of this Technical News Sheet.

Cases have been reported where the spring retaining clip was found to be incorrectly assembled to the brake lever of a straight type pilots control handle. Normally the clip in addition to securing the brake lever pivot pins, retains the small retaining peg which pivots in a channel in the guide plate. In the cases reported the clip had been fitted in the reverse way, so that the angular projection was facing forward, leaving the head of the peg exposed and liable to fall out.

The retaining clip Part No. ACO. 3118 is used on the handles listed hereunder and Types and Marks of Aircraft known to be affected are shown. It is pointed out that some of the Handles quoted may also be fitted to aircraft not specified.

C.H. Part No.	Types and Marks of aircraft known to be affected			
T.11. AC 1400	Vampire Night Fighter and Vampire Trainer pre Mod. 3167.			
AC 10300	Vampire Trainer post Mod. 3167.			
AC 10004	AC 10044	AC 10607	AC 10780	AC 11230

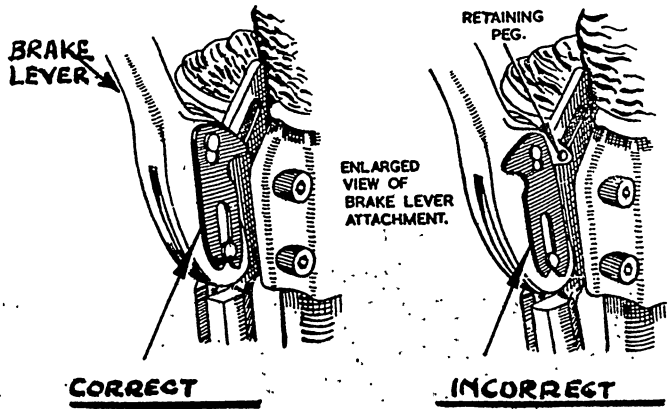
Continued.....

AC 10024	AC 10244	AC 10218	AC 10922	AC 11236
AC 1280	AC 10554	AC 10646	AC 10924	AC 11238

The attention of all concerned is to be drawn to the correct method of fitting the retaining clip, as shown in the sketch attached, when brake levers are assembled.

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S.T.N/MISC/62.

Z.12234.R.

T.N.S. V.414, VE.III.

# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
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## TECHNICAL NEWS SHEET

SERIES V

No 415



DATE 20.5.53

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.

### SPECIAL FLYING INSTRUCTION R.N. NO. 223 (EXTRACT) GAS TURBINE ENGINES - RELIGHTING IN FLIGHT

#### 1. Attacker, Sea Hawk and Wyvern aircraft (all marks)

A fire hazard exists when any attempt is made to relight the engine in flight. The hazard is greatly increased if more than one attempt to relight is made. If, therefore, the necessity to relight in flight occurs, every precaution given in the appropriate Pilots' Notes should be taken to ensure that the first relighting attempt is successful. Modification action is in hand to reduce the fire hazard and allow any number of relighting attempts to be made.

#### 2. Vampire aircraft (all marks)

Relighting equipment is being fitted in some Vampires. (Goblin Mod 830). The same restriction as quoted in paragraph 1 applies unless Modifications (Goblin 903) and Vampire 3161 and 3163 are embodied in which case there will be no restriction on the number of relighting attempts which may be made.

N.B. S.F.I. R.N. No. 213 is hereby cancelled.

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### SUB HEADING 14 SERVICES AIRCRAFT.

A. Special Technical Instruction/Vampire/81  
Hood Jettison Selector Eyebolt: Incorrect Material

B. Vampire Mk.10 aircraft, and eyebolts held as spares.

Continued.....

C. Cases have been reported of the eyebolt Part No.13.S.567, which is fitted to the Canopy Hatch Jettison Selector, fracturing in service. The eyebolt is fitted to the end of the selector valve and provides the attachment between it and the link rod to the operating handle. It is considered that the failures are due to the eyebolts of incorrect material being fitted.

D.1. Before the next Primary Star Servicing, remove the jettison handle and its support column assembly to facilitate access to the eyebolt.

2. Identify which eyebolt is fitted. The correct one is Part No.13.S.567 Issue 4, and is manufactured in S.1. The incorrect one is Part No.13.S.567, Issue 3, and is manufactured in light alloy DTD.364.

3. Where necessary change the eyebolt.

4. Eyebolts held as spares are to be checked before issue.

E. Record on appropriate form, and label correct type spare items "STI/Vampire/81".

F. Nil.

G. Nil.

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#### SUB HEADING 8 GENERAL

##### Special Flying Instruction T.F/575 - Vampire T11 Aircraft.

1. When Mod 3193 is incorporated a fuse in the engine starting circuit is replaced by the fourth circuit breaker aft on the panel on the cockpit starboard wall.

2. It is essential that this circuit breaker be "in" prior to and during starting otherwise the booster coil and time switch will be cut out and damage to the starting system will result.

3. Pilots Notes will be amended.

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#### SUB HEADING 4 CONTROLS FLYING.

#### SUB HEADING 7 FUSELAGE ASSEMBLY

A. Special Technical Instruction/Vampire/87  
Elevator Cable Quadrant: Fouled by Seat Supporting  
Torque Lever.

Continued.....

B. Vampire T.Mk.11 aircraft.

C: Cases have been reported of the port seat torque lever Pt.No.15.F.951 fouling either the elevator cable quadrant Pt.No.15.CF.21 or the cable guard bar Pt.No.15.CF.191 which is fitted above the quadrant. The foul occurs when the seat is in its lowest position. It is due to the rear seat support stays Pt.Nos 15.F.431A being adjusted too long and, therefore, allowing the seat to be too far forward.

D. At the next convenient opportunity and not later than the next Intermediate Servicing, proceed as follows:

1. Place the port seat in its lowest position.
2. Disconnect the seat support stays behind the seat by withdrawing the "Pip Pins" that secure the stays to the seat.
3. Adjust the length of the stays until a clearance of approx. .1" is obtained between the Sutton harness cable support bracket on the seat and the cockpit tie beam which runs athwartships behind the seat.
4. Having completed the preceding adjustments, with the aid of an inspection mirror check that the minimum clearance between the seat supporting torque lever and the cable guard is .20".
5. NOTE: No one should tread on either of the port seat torque levers when the seat is out, as, in this condition, the cable guard bar acts as a stop for the torque levers and may, therefore, be bent down on to the elevator cable.

E. Record on appropriate Forms.

F. Nil.

G. Nil.

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SUB HEADING 1 ARMAMENT  
SUB HEADING 7 FUSELAGE ASSEMBLY

A. Special Technical Instruction/Vampire/88  
Link Chutes: Fitting to Gun Bay Doors.

Continued.....

B. Vampire Aircraft All marks.

C. Cases reported of excessive gap at rear of link chutes in gun bay doors causing stoppages through links being caught up in gap.

D. Before next Firing Exercise, proceed as follows:-

Inspect link chutes for gap between curled lip at rear of chute and edge of chute aperture in gun bay door.

If gap exists, not exceeding point one inch, dress curled lipped flange down to close gap taking care not to crack corner weld.

If gap exceeds point one inch determine the size of the gap to be filled, unbolt link chute and remove.

Fill gap by tacking and glueing suitable sized wood to relevant face of gun chute aperture. Cover repair with fabric in accordance with Repair Manual and finish to match existing colour scheme.

Replace link chutes.

E. Record on appropriate form.

F. Nil.

G. Embodiment of Mod. 3255 (Vampire Mks.10 and 11) renders compliance with modification unnecessary.

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SUB HEADING 4. CONTROLS FLYING.

15 TAIL UNIT ASSEMBLY

A. Special Technical Instruction/Vampire/85.  
Rudder Static Balance Lever: Damage.  
(Preliminary Warning Signal MOS583/26 March refers)

B. Vampire all marks.

C. Cases have been reported of the rudder static balance lever Part No.K.00339A being fractured through either of the two holes through which the securing bolts for the balance weights pass. It has also been reported that, due to these securing bolts being loose, the metal cases for the weights have caused a groove to be worn in the levers at a point where the cases are recessed to accommodate the lever.

Continued.....

D. Before the next Primary Servicing proceed as follows:

1. Remove the boom rear fairings and then remove the rudder balance weights Part No.K.003398 from the static balance levers by undoing the two 2 BA bolts which secure them.
2. Inspect the levers for cracks or damage by the balance weight cases.
3. If cracks are present the lever is to be replaced.
4. If the balance weight cases have worn a groove in the levers it may be carefully blended out, provided that the depth of the blend on either side does not exceed .060 and the lever thickness is not reduced below .300. The blending should extend for approx  $\frac{3}{8}$ " on either side of the original damage.
5. Where necessary, the recessed portion in the cases should be filed to give it at least .020 clearance between the cases and the lever.
6. Re-assemble the balance weights to the lever and secure with replacement bolts Part Nos.A25/24C. Having firmly tightened the nuts, peen over the ends of the bolts. Note: The heads of the bolts should be supported when the peening is carried out.

E. Record on appropriate form.

F. Nil

G. New Aircraft from constructor's works after the date of this S.T.I. will not be affected.

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SUB HEADING 12 FUEL SYSTEM.  
SUB HEADING 18 WING ASSEMBLY

MODIFICATION VAMPIRE 694 (CIVIL)

This modification introduces new wing fuel tanks to improve the fuel feed at high angles of incidence and thus permits the use of approximately 35 gallons of fuel which on pre-modification aircraft are unusable.

Continued.....

A civil modification leaflet has been prepared and details the work involved in altering the airframe to permit the fitting of rear feed fuel tanks to Mk. 50, 52 and 52A aircraft. Copies of the leaflet may be obtained from the Service Department of this Company.

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# DE HAVILLAND SERVICE

AIRSPPEED DIVISION

CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE  
CHRISTCHURCH 1600

CABLES  
HAVILLAND TELEX CHRISTCHURCH

TELEX  
CHRISTCHURCH 41-536

## TECHNICAL NEWS SHEET

SERIES V

No. 415

Issue 2 DATE 26.2.1958



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

This Technical News Sheet cancels and supersedes Issue 1 dated 26.2.1953.

This news sheet contains the same information as did Issue 1 except for the following items:-

Special Flying Instruction TF/575 was cancelled by the TF Series Review, dated 13.4.1954, and is now deleted.

Special Technical Instruction/Vampire/85 has been transferred to T.N.S. V.444, issue 2, and amended to include S.T.I./Vampire/85A.

VAMPIRE AIRFRAME, GENERAL CIRCULATION  
SUB HEADING 6 ENGINE INSTALLATION

SPECIAL FLYING INSTRUCTION R.N. NO. 223 (EXTRACT)  
GAS TURBINE ENGINES - RELIGHTING IN FLIGHT.

1. Attacker, Sea Hawk and Wyvern aircraft (all marks).

A fire hazard exists when any attempt is made to relight the engine in flight. The hazard is greatly increased if more than one attempt to relight is made. If, therefore, the necessity to relight in flight occurs, every precaution given in the appropriate Pilot's Notes should be taken to ensure that the first relighting attempt is successful. Modification action is in hand to reduce the fire hazard and allow any number of relighting attempts to be made.

2. Vampire aircraft (all marks).

Relighting equipment is being fitted in some Vampires. (Goblin Mod. 830). The same restriction as quoted in paragraph 1 applies unless Modifications Goblin 903 and Vampire 3161 and 3163 are embodied, in which case there will be no restriction on the number of relighting attempts which may be made.

N.B. S.F. 1. R.N. No. 213 is hereby cancelled.

Continued....

*Comments  
please  
Embodied*

*Pr 1.  
embodied*



SUB HEADING 14 SERVICES AIRCRAFT.

N/A to RRAF

- A. SPECIAL TECHNICAL INSTRUCTION/VAMPIRE/81.  
HOOD JETTISON SELECTOR EYEBOLT : INCORRECT MATERIAL.
- B. Vampire Mk. 10 aircraft, and eyebolts held as spares.
- C. Cases have been reported of the eyebolt Part No. 13S.567, which is fitted to the Canopy Hatch Jettison Selector, fracturing in service. The eyebolt is fitted to the end of the selector valve and provides the attachment between it and the link rod to the operating handle. It is considered that the failures are due to the eyebolts of incorrect material being fitted.
- D. 1. Before the next Primary Star Servicing, remove the jettison handle and its support column assembly to facilitate access to the eyebolt.
2. Identify which eyebolt is fitted. The correct one is Part No. 13S.567 Issue 4, and is manufactured in S. 1. The incorrect one is Part No. 13S.567, Issue 3, and is manufactured in light alloy DTD. 364.
3. Where necessary change the eyebolt.
4. Eyebolts held as spares are to be checked before issue.
- E. Record on appropriate form, and label correct type spare items "STI/Vampire/81".
- F. Nil.
- G. Nil.

SUB HEADING 4 CONTROLS FLYING.

SUB HEADING 7 FUSELAGE ASSEMBLY.

N/A to Mod 3167  
all RRAF 1/2 embodied

- A. SPECIAL TECHNICAL INSTRUCTION/VAMPIRE/87.  
ELEVATOR CABLE QUADRANT : FOULED BY SEAT SUPPORTING TORQUE LEVER.
- B. Vampire T. Mk. 11 aircraft.
- C. Cases have been reported of the port seat torque lever Pt.No. 15F.951 fouling either the elevator cable quadrant Pt.No. 15CF.21 or the cable guard bar Pt.No. 15CF.191 which is fitted above the quadrant. The foul occurs when the seat is in its lowest position. It is due to the rear seat support stays Pt. Nos. 15F.431A being adjusted too long and, therefore allowing the seat to be too far forward.

Continued...

D. At the next convenient opportunity and not later than the next Intermediate Servicing, proceed as follows:

1. Place the port seat in its lowest position.
2. Disconnect the seat support stays behind the seat by withdrawing the "Pip Pins" that secure the stays to the seat.
3. Adjust the length of the stays until a clearance of approx. .1" is obtained between the Sutton harness cable support bracket on the seat and the cockpit tie beam which runs athwartships behind the seat.
4. Having completed the preceding adjustments, with the aid of an inspection mirror check that the minimum clearance between the seat supporting torque lever and the cable guard is .20".
5. NOTE: No one should tread on either of the port seat torque levers when the seat is out, as, in this condition, the cable guard bar acts as a stop for the torque levers and may, therefore, be bent down on to the elevator cable.

E. Record on appropriate Forms.

F. Nil.

G. Nil.

SUB HEADING 1 ARMAMENT.

SUB HEADING 7 FUSELAGE ASSEMBLY.

Corrected by Mod 8235  
N/A

A. SPECIAL TECHNICAL INSTRUCTION/VAMPIRE/88. (Corrected)  
LINK CHUTES: FITTING TO GUN BAY DOORS.

B. Vampire Aircraft all Marks.

C. Cases reported of excessive gap at rear of link chutes in gun bay doors causing stoppages through links being caught up in gap.

D. Before next Firing Exercise, proceed as follows :-

Inspect link chutes for gap between curled lip at rear of chute and edge of chute aperture in gun bay door.

If gap exists, not exceeding point one inch, dress curled lipped flange down to close gap taking care not to crack corner weld.

If gap exceeds point one inch determine the size of the gap to be filled, unbolt link chute and remove.

Continued.....

Fill gap by tacking and glueing suitable sized wood to relevant face of gun chute aperture. Cover repair with fabric in accordance with Repair Manual and finish to match existing colour scheme.

Replace link chutes.

E. Record on appropriate form.

F. Nil.

G. Embodiment of Mod. 3235 (Vampire Mk. 10 and 11) renders compliance with modification unnecessary.

SUB HEADING 12 FUEL SYSTEM.

SUB HEADING 18 WING ASSEMBLY.

MODIFICATION VAMPIRE 694 (CIVIL)

This modification introduces new wing fuel tanks to improve the fuel feed at high angles of incidence and thus permits the use of approximately 35 gallons of fuel which on pre-modification aircraft are unusable.

A civil modification leaflet has been prepared and details the work involved in altering the airframe to permit the fitting of rear feed fuel tanks to Mk. 50, 52 and 52A aircraft. Copies of the leaflet may be obtained from the Service Department of this Company.

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TECHNICAL NEWS SHEET

SERIES       V       NO       417        DATE       8.8.57.        
Issue 2

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

This Technical News Sheet supersedes Issue 1 which was cancelled by Appendix 1 to the list of Cancelled News Sheets dated 18.7.56, filed with the News Sheet Index.

The following information was published formerly on Technical News Sheet V.364, issue 1, V.419, issue 1, V.466, issue 1 and V.506, issue 1, and is re-printed here in its fully corrected form. (The last amendment was dated 7.7.54.)

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

RUDDER CABLE TENSION

Vampire Trainer Marks 11, 22, 55 and 55A.

Cases have been reported of low tension in the rudder control cables.

At next Daily Servicing and at all subsequent Intermediate Servicings ensure that the rudder cable tensions are correct.

This check should be carried out as follows:-

1. Lock the rudder controls at all points provided in the system i.e. at the pedals, the elliptical pulleys at the forward end of each boom and at the levers at the rear end of the boom.
2. Set the cable tension to 80lb  $\pm$  10 lb using the 25 cwt. scale of a mark 5 tension meter.
3. Relock the cable adjusters.
4. Check the rudder controls for full and free movement.

NOTE 1: Rudder movement must be set to 6.34 inches + 0 - .30 both to Port and Starboard (20 degrees rudder movement each way).

NOTE 2: With Vampire Modification 3215 embodied the movements are increased to 7.82".

Record on the appropriate forms and enter in the Supplementary Servicing Record Sheet of the Servicing Schedule.

This information has been issued by the Ministry of Supply as Servicing Instruction/Vampire/39 as amended by 39A, P, C and D

# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V.

No 418.



DATE 9.6.53

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 & 18 WING ASSEMBLY

The following S.T.I. cancels the proposed S.T.I. as issued on Technical News Sheet V.400.

- A. Special Technical Instruction/Vampire/83  
Flexible Pipe: Main Undercarriage Down Line: Chafing.
- B. Vampire, all Marks.
- C. It has been reported that the main undercarriage down line flexible pipe, (Part No. AIR 34492) has chafed against the nuts and bolts securing the top re-inforcing angle of rib No. 3. ("A" of attached drawing No. ROOG.40 refers).
- D. As soon as possible and not later than the next Primary Star Servicing the following action is to be taken:-
1. Check whether Clip, Part No. G00.1737-8 is fitted to hold the hydraulic hose.
  2. Where clip, Part No. G00 1737-8 is not fitted no action, other than recording, is necessary,
  3. Where clip, quoted above, is fitted proceed as follows:-
    1. Make up a packing block of Tufnol or Fibre to the dimensions given on drawing ROOG.40.
    2. Remove the 4BA nut and bolt at the wheel wall end of the existing clip Part No. G00.1737-8; fit the block in position and drill the block through the bolt hole.
    3. Remove the block again and countersink as illustrated.

Continued.....

4. Fit the packing block with new M.S. bolt A.S.12426B.
5. Inspect P.V.C. tape and hydraulic hose for any sign of damage and replace if necessary.

E. Record on the appropriate Form.

F. Nil.

G. Future production will embody this additional packing.

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NOTE:

Please note that the drawing issued on Technical News Sheet V.400 now applies to the above S.T.I.

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 418 DATE 9.8.57.

Issue 2  
ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES  
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

This Technical News Sheet cancels and supersedes Issue 1 dated 9.6.53, being re-issued to include STI/Vampire/83A which was formerly published on Technical News Sheet V.419 issue 1, dated 9.6.53. (The last amendment was dated 27.5.53).

The drawing R.OOG.40 (issued originally with Technical News Sheet V.400 and later transferred to V.418 issue 1 when V.400 was cancelled) should be retained.

VAMPIRE AIRFRAME, GENERAL CIRCULATION.  
SUB HEADING 14, SERVICES, AIRCRAFT.  
18, WING ASSEMBLY.

FLEXIBLE PIPE: MAIN UNDERCARRIAGE DOWN LINE:  
CHAFING.

Vampires and Sea Vampires of all Marks.

It has been reported that the main undercarriage down line flexible pipe, (Part No. AIR.34492) has chafed against the nuts and bolts securing the top re-inforcing angle of rib No. 3 ("A" of the attached drawing No. ROOG.40 refers).

As soon as possible and not later than the next Primary Star Servicing the following action should be taken:-

1. Check whether Clip, Part No. G00.1737-3 is fitted to hold the hydraulic hose.
2. Where the clip, Part No. G00.1737-8 is not fitted no action, other than recording, is necessary.
3. Where the clip, quoted above, is fitted proceed as follows:-
  - (a) Make up a packing block of Tufnol or Fibre to the dimensions given on drawing ROOG.40.

Continued.....

Sheet 2

(b) Remove the 4BA nut and bolt at the wheel wall end of the existing clip Part No. GOC.1737-6; fit the block in position and drill the block through the bolt hole.

(c) Remove the block again and countersink as illustrated.

4. Fit the packing block with new M.S. bolt A.S. 1242/6B.
5. Inspect P.V.C. tape and hydraulic hose for any sign of damage and replace if necessary.

Record on the appropriate form as "S.T.I./Vampire/33A embodied".

Future production will embody this additional packing.

NOTE: Drawing R.003.40 should be amended as follows:-

The dimension of the Tufnol or fibre packing piece should be .75 inch instead of .5 inch.

This information has been issued by the Ministry of Supply as Special Technical Instruction/Vampire/83 as amended by 33A.

- o -

Technical News Sheet V.417 was issued for Vampire Trainer Marks 11, 22, 55 and 55A only.



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## TECHNICAL NEWS SHEET

SERIES V.

No. 419



DATE 9.6.53

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.  
SUB HEADING 14 SERVICES AIRCRAFT.

A. Special Technical Instruction/Vampire/91  
Emergency Undercarriage Over-ride Switch:  
Inadvertent Switching "ON"

B. Vampire T.Mk.11.

C. Cases have been reported of the inadvertent retraction of the undercarriage while the aircraft was on the ground, this was due to the undercarriage overrideswitch being in the 'ON' position through it not being drilled to received its wire locking.

D. At or before the next Primary Servicing proceed as follows:

1. Drill a No.58 drill hole through the ball top on the lever of the undercarriage override switch Ref.No. 5C/2497.
2. Wire lock the switch lever in its rear position (towards plate annotated undercarriage override), by passing 10 amp fuse wire through the hole in the lever and between the switch and its bracket, having first loosened the rear 6 B.A. securing screw.
3. Re-tighten the 6 B.A. securing screw.

E. Record on appropriate form.

F. Nil.

G. Nil.

Continued.....

SUB HEADING 15 TAIL UNIT ASSEMBLY

- A. Special Technical Instruction/Vampire/90  
Rudder Skin: Fouling by hinge bolt
- B. Vampire T.Mk.11.
- C. Cases have been reported of the nuts on the top rudder hinge transverse attachment bolts fouling the rudder skin, when the rudders are at their point of maximum travel.
- D. At or before next Primary Servicing check that there is a maximum clearance of .030" between the rudder skin and the nuts of the top rudder attachment bolts when the rudders are at their point of maximum travel.
- Where the above conditions are not satisfied, obtain the clearance by carefully filing and blending the adjacent skin on the rudder.
- E. Record on the appropriate Form.
- F. Nil.
- G. Nil.

SUB HEADING 14 SERVICES AIRCRAFT.SUB HEADING 18 WING ASSEMBLY

Special Technical Instruction/Vampire/83A  
(Amending Special Technical Instruction/Vampire/83)  
Flexible Pipes: Main Undercarriage Down Line: Chafing.

Drawing ROOG.40, issued with STI/Vampire/83; under cover of postagram reference Vampire/RDA Defects/287 dated 20th April 1953, is to be amended, as follows:-

"Dimension of thickness of Tufnol or Fibre Packing Piece to be .75 inch instead of .5 inch".

SUB HEADING 7 FUSELAGE ASSEMBLYSUB HEADING 14 SERVICES AIRCRAFT.

Special Technical Notice/Vampire/5  
Vampire T. Mark 11: Servicing Precautions

It has been reported that it is possible to foul the canopy jettison handle when the lower instrument panel is hinged down during servicing.

Continued.....

2. Such fouling is liable to cause a partial selection of the JETTISON SELECTOR. It is recommended, therefore, that the jettison selector cable be disconnected, temporarily, by withdrawal of the pin Pt.No.SP/ Y/B3 by which the cable is attached to the selector, whenever the lower instrument panel is to be hinged down.

3. Special precautions to ensure re-connection of the cable will be necessary.

#### SUB HEADING 4 CONTROLS FLYING.

A. Servicing Instruction/Vampire/39A  
Rudder Cable Tension.

B. Vampire Trainer Ak.11.

C. Cases have been reported of low tension in the rudder control cables.

D. At next Daily Servicing and at all Subsequent Intermediate Servicings, ensure that the rudder cable tensions are correct.

This check should be carried out as follows:-

1. Lock the rudder controls at all points provided in the system i.e. at the pedals, the elliptical pulleys at forward end of each boom at the levers at the rear end of the boom.

2. Set the cable tension to 80 lb  $\pm$  10lb using a Mark 5 Tension Meter on the 25 cwt. Scale.

3. Remove the locking device and ensure that the cable tensions are maintained throughout the full range of movement of the rudders.

4. Relock the cable adjusters.

5. Check the rudder controls for full and free movement.

Note:1. Rudder movement must be set to 6.34 inches  $\pm$  0 - .30 both to Port and Starboard (20 degree rudder movement each way).

Note: 2: Where Vampire Mod 3215, introducing Dorsal Fins is embodied the rudder movements are increased to 7.82 inches"

E. Record in Form 700 and enter in Supplementary Servicing Record Sheet of Servicing Schedule.

F. Report any cases of tensions found below 60 lbs to R.D.A. Defects,

Continued.....

together with flying hours of affected aircraft.

G. Nil.

SUB HEADING 16 UNDERCARRIAGE.

Special Technical Instruction/Vampire/66A  
(Amending Special Technical Instruction/Vampire/66)  
Possibility of Incorrect Type Main Wheel Inner Tubes being fitted.  
to Vampire Aircraft with Mod. Vampire 842 embodied

Special Technical Instruction/Vampire/66, issued under this headquarter's reference Vampire/R.D.A.Defects/242B dated 29th October, 1952, is to be amended as follows:-

Para.(D): Add at the end:-

"The correct tube F.C.7 for use with wheel A.H. 9139 has a special bridge plate at the inflating adaptor that has a tongue which stands down in the valve slot of the wheel. The tubes can, therefore, be distinguished without stripping the wheel."

SUB HEADING 7 FUSELAGE

TRAINER AIRCRAFT - PILOTS HARNESS CABLES

Cases have been reported of fraying of the pilots Harness release cable at the swaged eye end attaching the cable to the harness. This point should be checked periodically and the cable changed when fraying appears.

SUB HEADING 7 FUSELAGE

TRAINER AIRCRAFT - CANOPY HATCH LOCKING  
MECHANISM.

The attention of operators should be drawn to the necessity for frequently checking the above mechanism for wear and, in cases of wear being found, for renewing the worn parts to avoid any loss of movement of the locking mechanism.

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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 419 DATE 9.8.57.  
Issue 2



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

This Technical News Sheet cancels and supersedes Issue 1 dated 9.6.53.

The subject below has been transferred from issue 1 of this Technical News Sheet without alteration.

The following subjects, previously included in Issue 1, have now been removed to the News Sheets indicated:-

- S.T.I/Vampire/90 is on Technical News Sheet V.423
- S.T.I/Vampire/83A is combined with S.T.I/Vampire 83 on Technical News Sheet V.412, issue 2.
- S.T.N/Vampire/5 is on Technical News Sheet V.412, issue 2.
- S.I/Vampire/39A is combined with S.T.I/Vampire/39, 39B, 39C and 39D on Technical News Sheet V.417 issue 2.
- S.T.I/Vampire/66A is combined with S.T.I/Vampire/66 on Technical News Sheet V.353 issue 2.
- "Trainer Aircraft - Pilots Harness Cables" is on Technical News Sheet V.422 issue 2.
- "Trainer Aircraft - Canopy Hatch locking mechanism" is on Technical News Sheet V.426 issue 2.

VAMPIRE AIRFRAME, GENERAL CIRCULATION  
SUB HEADING 11, ELECTRICAL INSTALLATION.  
14. SERVICES, AIRCRAFT.

EMERGENCY UNDERCARRIAGE OVER-RIDE SWITCH:  
INADVERTENT SWITCHING "ON".

Vampire Trainer Marks 11 and 55.

Cases have been reported of the inadvertent retraction of the undercarriage while the aircraft was on the ground, this was due to the undercarriage over-ride switch being in the "ON" position through it not being drilled to receive its wire locking.

At or before the next primary servicing proceed as follows:-

1. Drill a No. 58 drill hole through the ball top on the lever of the undercarriage over-ride switch Ref.No. 5C/2497.

Continued.....

Sheet 2

2. Wire lock the switch lever in its rear position (towards plate annotated "undercarriage over-ride"), by passing 10 amp. fuse wire through the hole in the lever and between the switch and its bracket, having first loosened the rear 6BA securing screw.
3. Re-tighten the 6 BA securing screw.

Record on the appropriate form.

This information has been issued by the Ministry of Supply as Special Technical Instruction/Vampire/91.

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## TECHNICAL NEWS SHEET

SERIES V. No 420DATE 17.6.53ISSUED 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

- A. Special Technical Instruction/Instruments/30.  
Tachometer Engine Speed Electrical Indicators: Venting.
- B. Tachometer Engine Speed Electrical Indicators, Mark 4, 7 and 10 Series with bakelite cases manufactured by Messrs. Kelvin and Hughes (KBB) installed in aircraft or held as spares.
- Exceptions: Quantity fifty Series 7A Indicators on Service Trials to determine the effectiveness of modification A.179 are not to be brought within the terms of this S.T.I.
- C. Defect reports indicate a number of failures due to severe condensation between the glass and dial causing fogging of the glass, interference of pointers, and general deterioration of instrument performance.
- D. 1. At or before the next Minor Servicing remove the Tachometer Indicators from aircraft to the Servicing Bay, proceed as follows:-
- (1) Remove circlip and glass.
  - (2) Mark out hole centre 5/16" back from the front bottom edge of the instrument mounting flange and centrally displaced.
  - (3) Drill hole 1/16" diameter using a No. 52 drill. Accurate locating of the hole centre will ensure that the dial is not fouled or that the hole will not be covered when the glass is replaced. Care must be exercised to prevent particles entering the instrument and it is recommended that the drilling operation be carried out with the instrument face downwards.

The dial can be protected, and the space between the dial edge and the case be suitably blocked using thin paper. After ensuring that all particles resulting from the drilling have been removed from the instrument face replace glass and circlip.

(4) Test the indicator for serviceability.

2. Indicators in store are to be treated as above before issue.

E. Record on the appropriate Form and label Indicators held as spares. "STI/Instr./30 embodied."

F. Form 1022's to be rendered in cases of condensation after embodiment of S.T.I.

G. Modification action has been taken, for the fitment of metal cases incorporating breather holes on later production and repaired Mk.4, Mk.7 and Mk.10 Series indicators, by Messrs. Kelvin and Hughes.

SUB HEADING 6 ENGINE INSTALLATION.

SUB HEADING 8 GENERAL.

Special Technical Notice/Miscellaneous/10

High Energy Ignition Equipment: Servicing Precautions

Herewith the text of a report raised as a result of queries from aircraft workers in establishments where Air Publications are not always widely distributed:-

The dangers of handling high energy ignition equipment have, in our opinion, been exaggerated, as a quite exceptional chain of circumstances would be required before anyone could receive a lethal shock. However, the following precautions should be observed:-

(1) High energy ignition equipment must on no account be tested in a confined space where fuel is stored, batteries charged, or where inflammable vapour of any kind may be present.

(2) Care must be taken not to hold the end of the output lead or the igniter plug when the ignition unit is in operation, otherwise a shock may be experienced.

Continued.....



(3) After switching off the ignition unit following a test, wait at least one minute before disconnecting or otherwise interfering with the equipment. This is to allow any residual charge on the condenser to leak away.

The above precautions, together with details of a functioning test on high energy ignition units, have already been promulgated in AP1374E, Volume 2, Part 1, Leaflet No.D2.

AP.1374E, Vol.1, Chap.4 also refers.

SUB HEADING 11 ELECTRICAL INSTALLATION.

Special Technical Notice Electrical/12  
Micro Switches Application of STI/Electrical/66

The issue of STI/Electrical/66 covered the introduction of a particular design of kerosene proof micro-switch to be used in "turbine" engined aircraft.

2. Although the S.T.I. called for the new switch to be fitted generally not later than the next Minor Servicing it was considered later that to effect a partial embodiment of the S.T.I. immediately, to safeguard micro-switch services which are more liable than others to contamination, would be a better course in circumstances where the work involved in the embodiment of the whole S.T.I. would render unserviceability serious from the operational point of view. Therefore, authority to embody STI/Electrical/66 in parts is hereby granted under the following conditions:-

(1) The Micro switches which are vulnerable to kerosene contamination by reason of their proximity to the fuel system or power unit to be changed immediately and the relevant documents endorsed "STI/Eléc/66 Part Embd."

(2) Changing of the remaining switches may be deferred until convenient and not later than the next Minor Servicing.

3. This concession does not apply to new production aircraft which should have the kerosene proof micro-switch fitted throughout except in cases where delivery would be unduly affected.

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TECHNICAL NEWS SHEET

SERIES \_\_\_\_\_ V. No. \_\_\_\_\_ 421



DATE 7.6.53

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 13 RADIO.

A. Special Technical Instruction/Radio (Airborne Assembly)/37  
Control Unit Assembly, Type 90 (Ref.10LB/91: Protection  
against Short Circuit.

B. All applications of A.R.I. 5131 (IFF Mk. 3GR) in which the pilot's remote contro switches 'F' and 'D' are not fitted.

C. Control Unit Assembly, Type 90, installed without the pilot's remote control switches, has the pins of Plug 6 (Type 656) extending beyond the surface of the unit. When the cover of the I.F.F. emergency switch is raised there is a danger of it touching the exposed pins, causing a short circuit of the 24-volt supply, blowing of the supply fuse and a possible risk of fire.

D. As soon as possible and not later than the next Minor Servicing, on all installations affected by this S.T.I., fit a dummy socket, Type 395 over the Plug, Type 456 and fix into position by adhesive tape. Paint the S.T.I.No. on the Control Unit with yellow lacquer.

E. Record on appropriate form.

F. Nil.

G. Nil.

SUB HEADING 23 INSTRUMENTS.

Special Technical Instruction /Instruments/21A  
(Amending Special Technical Instruction/Instruments/21  
Replacement of Emergency Supply Rubber Tubing in  
Oxygen Tube Assemblies.

Special Technical Instruction/Instruments/21 issued under this H.Q.'s reference Instruments/RDA Defects/66B, 71B dated 8th October, 1952 and amended by postagram Instruments/ RDA Defects/83 dated 13th February, 1953 is to be amended as follows.:-

Continued.....

Para (D) 4. Delete "32B/550" and insert "32B/656"

SUB HEADING 7 FUSELAGE ASSEMBLY

SUB HEADING 13 RADIO

SUB HEADING 23 INSTRUMENTS

Special Technical Notice/Instruments/9

Aircraft Instrument Panels: Anti Vibration Mountings.

1. In consequence to the issue of AMO.N.211/53, which declared Lord Type A.V.mountings issued under Section 10A as obsolete and superseded by all metal A.V.mountings, some doubt may exist regarding the replacement mountings which are to be used on aircraft instrument panels embodying Lord mountings which are not directly interchangeable with the all metal types.

2. In this connection the following information is published in respect of the new range of rubber type anti-vibration mountings which have been provisioned under Section 27H and which are now available as replacements for the Lord type previously issued under Section 10A.

3. Square Plate Type mountings.

a) Light Duty, Rubber Disc, (Non-Magnetic)

<u>Load Rating</u> <u>lb</u>	<u>A.M. Stores</u> <u>Ref.</u>	<u>S.I.S.</u>	<u>S.D.M.</u>
1/4	27H/3947	5675	S.D.M. (A) 169-3 30th January, 1953
1/2	" /2948		
1	" /2949		
2	" /2950		
3	" /2951		
4	" /2952		

b) Medium Duty, Rubber Disc (Magnetic)

<u>Load Rating</u> <u>lb</u>	<u>A.M. Stores</u> <u>Ref.</u>	<u>S.I.S.</u>	<u>S.D.M.</u>
2	27H/2781	5675	S.D.M. (A) 169-3 30th January, 1953.
4	" /2782		
6	" /2783		
8	" /2784		
10	" /2785		
12	" /2786		

Continued.....

SUB HEADING 11 ELEC RICAL INSTALLATION.

Special Technical Notice/Electrical 11 Micro Switches  
Reporting of Defects.

Herewith the text of Air Ministry postagram reference A.13857/52/  
Air Eng. 3(a) 2 dated 10th March 1953:-

"Although relatively few defect reports on Micro switches have  
been received it is believed that the actual failure rate is high.

2. In order that an investigation into the failure of Micro switches  
may be carried out in conjunction with A.I.D. and the manufacturers it is  
requested that Units be instructed to raise Forms 1022 for all defects  
in Micro switches until further notice.

3. Defects which are attributed to installational faults should  
still be reported on Form 1022A, not Form 1022C."

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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 422  Issue 2 DATE 17.9.57

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

This Technical News Sheet supersedes Issue 1 which was cancelled by Appendix 1 to the list of Cancelled News Sheets dated 18.7.56, filed with the News Sheet Index.

The information below was published formerly on T.N.S. V.419 issue 1, dated 9.6.53, and has been transferred to this news sheet without alteration to the text.

VAMPIRE AIRFRAME, GENERAL CIRCULATION  
SUB HEADING 7, FUELSLAGE ASSEMBLY

PILOTS' SEAT HARNESS CABLE: FRAYING

Vampire Marks 11, 55 and 55A  
Sea Vampire Mark 22.

Cases have been reported of fraying of the pilots harness cable at the swaged eye end attaching the cable to the harness.

This item should be checked periodically and the cable changed when fraying appears.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

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## TECHNICAL NEWS SHEET

SERIES V No 423



DATE 18.6.53

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

- A. Special Technical Instruction/Vampire/90  
Rudder Skin: Fouling by Hinge Bolts.
- B. Vampire T.Mk.11.
- C. Cases have been reported of the nuts on the top rudder hinge transverse attachment bolts fouling the rudder skin, when the rudders are at their point of maximum travel.
- D. At or before next Primary Servicing check that there is a maximum clearance of .030" between the rudder skin and the nuts of the top rudder attachment bolts when the rudders are at their point of maximum travel.
- Where the above conditions are not satisfied, obtain the clearance by carefully filing and blending the adjacent skin on the rudder.
- E. Record on the appropriate Form.
- F. Nil.
- G. Nil.

### SUB HEADING 24 REPAIR SCHEMES.

#### EMERGENCY HYDRAULIC HAND PUMP - REPAIR

It has been established that if the emergency hydraulic hand pump is used extensively during the normal maintenance routine operation of the hydraulic system instead of the power driven hydraulic test rig the mounting of the hand pump will tend to distort and crack and the pumps attachments to the mounting slacken off. Operators should be advised to minimise the use of the hand pump to avoid the possibility of distortion and cracking.

Continued .....

In the event of distortion being found operators are advised to repair the mounting and its attachments in accordance with Drawing RL5S.102 issue 2 which details the repair parts available as well as the repair procedure.

This drawing is available on request.

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## TECHNICAL NEWS SHEET

SERIES V. No 424



DATE 18.6.53

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 22 PROPELLERS AND THEIR CONTROLS.

- A. Special Technical Instruction/Instruments/17C  
(Cancelling and Superseding STI/Instruments/17,17A)  
Indicators. Air Speed Mk. 9H and 9G Series: Misleading Presentations
- B. All Indicators, Mark 9H(Ref. 6A/1985) Mark 9G(Ref. 6A/1272)  
Mark 9Hx (P) (Ref. 6A/3146) and Mark 9Gx (P) (Ref. 6A/3147) installed in  
aircraft or held in store.
- C. A small number of indicators air speed mark 9Hx have been manu-  
factured with the figure 10 representing 100 knots so positioned that the  
pilot might think his air speed is 100 knots, whereas, in fact, it is  
only 90 knots.
- D. Before the Next Flight in the case of indicators installed in  
aircraft, and prior to issue in the case of indicators held as spares  
or held in storage the following action is to be taken.
- (i) Inspect the position of the figure 10 in relation to  
its scale mark. (The 100 knot scale mark is slightly longer  
and thicker than the intermediate markings).
  - (ii) Where the figure 10 stands so that the centre of the L.H.  
Leg of the "0" is on or above a line drawn from the pivot of the  
pointer and the centre of the 100 knot mark the instrument is satis-  
factory. (See sketch attached for examples).
  - (iii) Where the figure 10 position does not meet the standard  
of Para.(D)(ii) above the instrument is unsatisfactory (See  
sketch attached).

Continued.....



(iV) Defective indicators installed in aircraft are to be removed and a serviceable instrument fitted. Leak test the Pitot static system after fitting. (Note: Where serviceable replacements are not available the defective instruments may continue in use at the discretion of the C.C. Flying Wing until stocks are received).

(v) Defective indicators held as spares or in storage are to be segregated and are not to be issued.

(vi) All defective indicators are to be clearly marked and held pending issue of disposal instructions.

(E) (i) Record on appropriate Forms.

(ii) Mark on the instrument case "STI/INST/17C using lacquer opaque yellow, stores reference 33B/809. (The marking of serviceable instruments installed in aircraft is to be done at the next convenient opportunity. There is no need to remove instruments for marking only). In the case of packed instruments the S.T.I. data is also to be marked on the outer carton.

F. Report quantity of defective instruments found to RDA Defects Ministry of Supply, and Air Ministry E.5(a) Harrogate, stating manufacturer of instruments.

G. (i) Modification under consideration.

(ii) Instruments rejected under the terms of STI/Instruments/17 and 17A are to be rechecked.

(iii) This STI also contains the information given in Air Ministry's STI/Instruments/17B not issued by the Ministry of Supply.

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# DE HAVILLAND SERVICE

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## TECHNICAL NEWS SHEET

SERIES V. No 425



DATE 18.6.53

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/82  
Pneumatic Pipe Line: Canopy Hatch Seal: Chafing.
- B. Vampire T. Mark 11.
- C Cases have been reported of the canopy seal pipe line Pt. No. 15. S. 34A/ND being chafed and damaged by the hand pump hydraulic pipe where they both pass through the cannon floor at the rear of Bulkhead No. 2.
- D. When convenient and not later than the next Primary Star Servicing, refer to Drawing R. 15. FS. 101 and inspect to see if the clips are fitted; if not, the following action is to be taken:
1. Make up a packing block and secure it to the cannon floor attachment member as detailed in Drawing R. 15. FS. 101.
  2. Fit clips on the E. D. P. suction line and hand pump suction line and secure them to the packing block.
  3. Secure the hydraulic return line with a clip at a point where it comes in contact with the bottom surface of the cannon floor.
  4. Bind the smaller pipes with wax cord as illustrated in the attached.
- E. Record on appropriate Form.
- F. Nil.
- G. Nil.

Continued.....

SUB HEADING TO MISCELLANEOUS EQUIPMENT

VAMPIRE TRAINER - TELESCOPIC LADDER.

Further to Technical News Sheet No.V.404 (1st Item) the repair drawing referred to now applies to Trainer Aircraft ladders as well as Night Fighter aircraft ladders.

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DRAWING NO. R15FS101 ATTACHED HERETO

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 426  Issue: 2 DATE 17.9.57

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES  
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This Technical News Sheet supersedes Issue 1 which was cancelled by Appendix 1 to the list of Cancelled News Sheets dated 18.7.56, filed with the News Sheet Index.

The information below was published formerly on T.N.S. V.419 issue 1, dated 9.6.53, and has been transferred to this news sheet without alteration to the text.

VAMPIRE AIRFRAME, GENERAL CIRCULATION  
SUB HEADING 7, FUSELAGE ASSEMBLY

CANOPY HATCH LOCKING MECHANISM: WEAR

Vampire Marks 11, 55 and 55A.  
Sea Vampire Mark 22.

The attention of operators should be drawn to the necessity for checking the above mechanism for wear frequently, and, in cases of wear being found, for renewing the worn parts to avoid any loss of movement of the locking mechanism.

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# DE HAVILLAND SERVICE

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## TECHNICAL NEWS SHEET

SERIES V. No. 427



DATE 8.7.53

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/84  
Starter Circuit Breaker: Failure to Close.
- B. Vampire Mk.11 aircraft embodying Mod 3193.
- C. 1. Damage to the slow engagement unit of the engine starter, due to attempted engine starting when the circuit breaker has not been closed, has been reported.
2. The immediate engagement of the starter motor, without the control of the slow engagement unit, is an indication that the circuit breaker has not functioned correctly.
- D. As soon as possible, and not later than the next Minor Servicing the following action is to be taken:-
1. On the starter panel, Part No.13.N.751A, mounted on the rear of No.4 bulkhead, remove the cable coded SA+, which is connected between the terminal block and the relay, as shown in Fig. 2 on Drawing No.R.15.N.102.
2. At the rear of the upper instrument panel, disconnect the cable coded SA3+ from the starter master switch, insulate with tape and tie back. Fig.1 Drawing No.R.15.N.102.
3. Install a link cable of 18 s.w.g. tinned copper wire between terminal left vacant by Sub-para (D) and terminal on adjacent switch additional to existing cable coded SA2+ (Fig.1 Drawing No.R.15.N.102). Cover the link cable with 1 m/m P.V.C. tube.

Continued.....

- 5. At junction box No.1, Part No.15.N.45A pre Vampire Mod.3140, and 15.N.707A post Mod.3140, fit a Cover Stores Ref.5C/3610 over the circuit breaker No.2.
- 6. The action detailed in the preceding paragraphs arranges that the supply for the timing switch is taken entirely from the aircraft batteries and that in normal circumstances the circuit breaker remains closed.

E. Record on appropriate form.

F. Nil

G. Compliance with this S.T.I. satisfies Vampire Mod.No.3272.

SPECIAL NOTE:

Whenever the symptoms given at Para.(C) 2 above are detected the following action is to be taken to return the time switch to the "unwound" position:-

- 1. Disconnect the external power supply.
- 2. Switch off the fuel cocks and booster pump.
- 3. Switch "on" the interlinked starter master switch and press the starting button for 2 seconds.

SUB HEADING 24 REPAIR SCHEMES.

REPAIR DRAWINGS.

Further to Technical News Sheets V.301 and 306 enclosed herewith is Repair Drawing ROOD 350 which supersedes ROOD 253,282, 335 and 336.

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DRAWINGS NO.ROOD 350 AND R.15.N.102 ATTACHED HERETO.

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## TECHNICAL NEWS SHEET

SERIES V. No. 428



DATE 8.7.53

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 20 MODIFICATIONS.

### N.F. AIRCRAFT - MODIFICATION NO. 3122

During the embodiment of the above modification a query has arisen concerning the correct type of end fittings to be fitted to certain pipes and accordingly the following details are issued to satisfy the query.

PIPE FT. NO. 13S979/A/ND To be fitted with the following:-

28F/7839: 28F/7360: 28F/6868 at regulator end and AGS 904/BB:  
AGS 952/BB at the other.

PIPE FT NO. 13S983/A/ND. To be fitted with AGS.904/BB and AGS 952/BB  
at both ends.

It is not intended to alter the modification leaflet.

SUB HEADING 16 UNDERCARRIAGE

SUB HEADING 19 GROUND EQUIPMENT

### GROUND LOCKS - UNDERCARRIAGE

Cases have been reported of inability to fit Pt.No.G.00555/A  
Ground Lock for main undercarriage and this has been found due to one  
of two inaccuracies in manufacture.

1. The ground lock itself is too thick being over  $\pm 0.007$  to  $\pm 0.010$ .

In all cases where this is found this department should be notified  
in order that replacement action may be taken.

OR

2. The Radius Rod upper link at the point where the ground lock is  
fitted is slightly oversize.

Continued.....

V.

V.428 Contd....

Sheet 2.

In this case rectification action will be advised on the receipt of notification from the operator.

SUB HEADING 7 FUSELAGE ASSEMBLY

Special Technical Instruction/Vampire/88: Correction.

Special Technical Instruction/Vampire/88, issued by Signal MOS 751/18th April 1953, and postagram Vampire/RDA Defects/292 dated 22nd April 1953, is to be correct as follows:-

Para (G): For "Mod 3255" read Mod"3235"

NOTE:

The above S.T.I. is on Vampire Technical News Sheet V.415.

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HATFIELD HERTFORDSHIRE ENGLAND

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## TECHNICAL NEWS SHEET

SERIES V. \_\_\_\_\_

No. 429



DATE 8.7.53

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 Notice/Vampire/6.

#### Deterioration of Fuel Tanks (Vampire, all Marks.)

Investigation into widespread defect reports on leaking No.1 Tanks indicates that in a large number of cases, the inner tank walls are sound and that the leak indication has been caused by excess fuel spilling around the outside of the tank. This fuel penetrates the fibre-glass covering of the tank, makes the self sealing covering sodden and causes it to swell and sag. This condition is particularly common where Vampire Mod. 3041 has been embodied. (Mod 3041 - To introduce an insulating packing ring and adaptor at No.1 tank - Class B/2). The fuel passes between the two halves of the insulating packing ring when the tank overflows on refuelling.

2. Vampire Mod. 3248 introduces an insulating ring in one piece made of rubber to replace the split insulating ring introduced by mod 3041. This mod has now been upgraded to Class B/2 and early delivery of mod. sets has been requested.

3. S.T.I./Vampire/73 calls for the fitment of sealing gaskets at the filler neck attachments of Nos.1 and 4 tanks. (These are confirmed by mod. 3246 for No.1 tank and mod. 3247 for No.4 tank.)

4. The following course of action are recommended.

(a) Warn all tradesmen concerned with refuelling regarding the consequence of overfilling.

(B) Defer embodiment of mod 3041 until mod. set supply for mod. 3248 permits concurrent embodiment. (See sub-para (d) below).

(c) Where mod 3041 is not done, apply S.T.I./Vampire/73 to No.1 tanks (as well as No. 4 tanks.)

Continued.....

(D) Where mod 3041 is embodied, take particular care against over-filling during refuelling and embodying mod. 3248 as soon as mod. set supply permits. (Demands are to be raised forthwith).

5. Tanks found with the self sealing covering deteriorated and sodden with fuel to a dangerous degree are to be replaced.

6. Attached as Appendix "A" is an advance leaflet covering the embodiment of Mod 3248.

Special Technical Notice/Vampire/6 Appendix "A"  
Modification Vampire 3248: Advance Leaflet.

1. When Vampire Mod. 3041 which introduces a two piece insulating ring between the filler neck rings on No.1 wing tanks and the wing skin is embodied, the gap between the two halves of the ring permits the ingress of fuel into the tank bay during refuelling. This fuel penetrates the tank covering and promotes deterioration of the tank self-sealing layers.

2. To obviate this defect a one piece rubber ring is introduced by Vampire Mod. 3248 which replaces Mod. 3041 in part, and the object of this instruction is to facilitate its embodiment (when supplies are available) without delay. The following paragraphs detail the work required:-

1. Locate the No.1 fuel tank filler cap and unscrew and remove it from the tank by releasing the circlip holding the safety chain. It is advisable to insert a blank into the filling orifice to ensure that no foreign matter is allowed to enter the fuel tank.

2. Unscrew the four tank attachment screws holding the tank filler neck ring and insulating rings to the mainplane top skin and retain them for future use.

3. Depress the top of the tank and remove the two existing L.F.S. half insulating rings, Part No.P00.3667.

4. Now position the four distance pieces, Part No.P00.3931, in the new rubber insulating ring, Part No.P00.3929.

5. Squeeze the ring sufficiently to allow it to be inserted through the filler orifice in the mainplane skin and position it between the tank neck ring and the top skin. Align the distance tubes with the tank attachment screw holes.

Continued. ....

6. Replace the tank attachment screws removed in operation 2.2. and tighten until the distance tubes ground. Now remove the blank. from the orifice.

7. Replace the filler cap chain circlip and replace and tighten the filler cap.

3. The undermentioned parts are required per aircraft set and are to be demanded as a set from the P.S.C.O. appropriate Maintenance Unit. Issues for the type Overseas will be made under Air Ministry arrangements.

<u>Part No.</u>	<u>Nomenclature</u>	<u>No. off</u>
POO. 3929	Insulating ring	2
POO. 3931	Distance piece	8

4. The undermentioned parts are rendered redundant by this modification and are to be disposed of in accordance with P. 3045.

<u>Part No.</u>	<u>Nomenclature</u>	<u>No. off</u>
POO. 3667	Insulating ring	4

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# DE HAVILLAND SERVICE

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## TECHNICAL NEWS SHEET

SERIES V No 430



DATE 8.7.53

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

VAMPIRE AIRPIPE, GENERAL CIRCULATION.  
SUB HEADING 23 INSTRUMENTS.

- A. Special Technical Instruction/Vampire/93  
Static Air Line: Chafing.
- B. Vampire Mkcs. 1,3,5,9.
- C. Cases have been reported of the static air pipe to the instruments Part No.Q.00575 being chafed on a portion of the pipe behind the instrument panel. This damage is caused by the adjustable link arm on the brake differential control unit fouling the pipe when the rudder controls are fully to starboard.
- D. Before the next primary servicing proceed as follows:
- D.1. Remove the nose cowl and open the access door in the armoured bulkhead.
- D.2. Move the rudder controls to the starboard, which brings the arm on the brake control unit fully aft. In this position check that the adjacent static air pipe is undamaged and that there is at least .500" clearance between the arm and the pipe. The pipe may be gently re-set to obtain this clearance.
- E. Enter on appropriate form.
- F. Nil.
- G. Nil.

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DE HAVILLAND SERVICE  
AIRSPEED DIVISION

CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE  
CHRISTCHURCH 1600

CABLES  
HAVILLAND TELEX CHRISTCHURCH

TELEX  
CHRISTCHURCH 41-536

TECHNICAL NEWS SHEET

SERIES V

No. 431

Issue 2

DATE 8.10.1958



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

This News Sheet cancels and supersedes Issue 1 dated 10.7.1953.

VAMPIRE AIRFRAME, GENERAL CIRCULATION  
SUB HEADING 13. RADIO.

TRANSMITTER-RECEIVER TR. 1934 AND 1935 :

FAULTY CHANNEL RE-SELECTOR.

(SPECIAL TECHNICAL INSTRUCTION/RADIO(AIRBORNE)40)

The above Instruction, which was published on Issue 1 of this news sheet in 1953, has been cancelled by the Ministry of Supply Review of Special Instructions (Technical) of May, 1957.

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The last News Sheet applicable to the Marks 1,3,5,6,9,20,21,50,52 and 52A was V.430.

The last News Sheet applicable to the Marks 10,11,22,54 and 55 was V.429.

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TECHNICAL NEWS SHEET

SERIES V NO 432  Issue 2 DATE 26.8.57.

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

This Technical News Sheet cancels and supersedes Issue 1 dated 10.7.53., and has been re-printed to include the final paragraph which was omitted from Issue 1 in error.

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

SPECIAL TECHNICAL INSTRUCTION/VAMPIRE/92  
HATCH JETTISON LINE NON-RETURN VALVE - INCORRECT ASSEMBLY.

Vampire Marks 10, 11, 54 and 55 aircraft.

Cases have been reported of the hydraulic non-return valve in the canopy hatch jettison return lines being inoperative due to its spring having been bent on assembly. This permitted a leak back in the reverse direction to its normal operation and caused the hatch jettison jack to creep in flight.

Before the next Primary Servicing proceed as follows:-

1. Locate the non-return valve, Part No. UMC/703/3 which is mounted on the small lower diaphragm which forms the rear wall of the nosewheel bay.
2. Remove the inspection panel on the underside and to the rear of the diaphragm to facilitate access to the rear half of the valve. Remove the valve.
3. If the valve details are undamaged, re-assemble the valve to the diaphragm. Ensure that the spring remains parallel during assembly by inserting a clean length of thin welding rod through the rear portion of the valve and placing the spring over it. After assembly withdraw the rod through the rear connection hole.
4. Reconnect the pipe lines and replace the lower inspection panel.

Record on the appropriate form.

New aircraft have this valve positioned further aft, in the gun bay, and as they are not stripped for mounting purposes they do not require the above action.

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# DE HAVILLAND SERVICE

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## TECHNICAL NEWS SHEET

SERIES V.

NO 434



DATE 19.8.53

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. Servicing Instruction/Vampire/8 (As amended to SI/Vamp/8A issued on V.122) 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, 1701).
- B. All Vampire aircraft.
- C. Cases have been reported of insecurity of the mounting brackets and of excessive wear in the gun front mounting groups.
- D. 1. After removal of guns at next and each subsequent Group E and F gun servicing period carry out the following inspections:-
- (a) Tighten the bolts and locknuts which secure the mounting brackets to the gun beam, particular attention being paid to the nuts at the top inboard positions. (These bolts are locked by dowel pins through the heads of the bolt, because the bolt heads are inaccessible).
- (b) In cases of inability to tighten the lock nuts of dowelled bolts, i.e. if the dowel pin has sheared, remove the mounting brackets. (The rear screw securing the outer sides of the nose wheel compartment to the cockpit flooring must be unscrewed before the mounting brackets can be removed).
- Fit a single leg anchor nut on the front face of the rear flange, i.e. in front of the hole for the dowelled bolt of the mounting bracket.
- Replace mounting brackets (the top inboard bolt, less dowel pin, can be inserted from the rear) and evenly tighten all securing bolts.

Continued.....

2. The following inspections are to be carried out at next and each subsequent Group F gun servicing period before removing guns:

(a) Remove panels, gun, fairing, LH and RH (26FC/1058, 1059) and blast tubes.

(b) Attach the base plate of a dial test indicator (Indicator to the rear) to the No.3 spring of the P.O.gun front mounting unit, using suitable pipe clips and metal packing.

(c) Press firmly on the rear of the gun to ensure that it is in its foremost position and adjust the D.T.I.so that it bears against the front face of the spherical ball housing. Set the indicator to zero, apply pressure to the barrel to force the gun to the rear and note the reading of the D.T.I. This measurement is an indication of the wear which has taken place.

(d) Repeat operation (c) and obtain the mean of three readings.

(e) Repeat operations (b) to (d) inclusive on remaining gun positions.

(f) After removal of guns, exchange front mounting groups in which the wear, as recorded by D.T.I.is in excess of .045.

E. Record first Inspection on Form 700 and make appropriate entries on Supplementary Record Sheet in Servicing Schedules. Exchanges are also to be recorded on Form 700.

F. Report Defects on Form 1022.

G. Modification action is under consideration.

Note 1 Air Ministry Signal TAX 4337 dated 30th July,1948 is hereby cancelled.

Note 2. The above inspections require the co-operation of airframe and armament tradesmen, the rest of the instruction is therefore to be issued to Airframe and Armament Sections.

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## TECHNICAL NEWS SHEET

SERIES V. No 435



DATE 20.8.53

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.

#### USE OF FUEL - AVTAG

Further to Technical News Sheet No. 395 dated 1.4.53 which drew attention to the introduction of Modification Vampire 3216 (Introduction of B.P.1 Pump 5U/4828 in lieu of F.B.6 pump 5U/4986) operators are reminded that the F.B.6 pump is not suitable for use with A.V.T.A.G. due to the slow deterioration of the gland seals. Operators are requested to check that when using A.V.T.A.G. this type of pump is not fitted.

### SUB HEADING 11 ELECTRICAL INSTALLATION. SUB HEADING 12 FUEL SYSTEM.

#### PACTOR FUEL GAUGE INSTALLATION - DEFECTS

Certain cases have been reported when it was found impossible to break the joints in the uni-radio cables at the engine bulkhead. This is considered due to excessive heat melting the wax core at the cable ends and the subsequent cooling setting the wax as a lock for the plug and socket.

Modification Vampire 3273 is being developed to re-route the cables forward of Bulkhead No. 4 which will reduce the general affect of engine heat.

### SUB HEADING 12 FUEL SYSTEM.

#### S.T.I./VAMPIRE/73

The provisional special Technical Instruction issued on Sheet 5 of Technical News Sheet V.366 is to be amended as follows:-

Continued.....

Para A. Alter to Read "E.T.I./Vampire/73. Wing Tanks, Self-Sealing Deterioration."

Para D. Alter Line one to read "At the next convenient opportunity and not later than the next intermediate Servicing proceed as follows:-

The remainder of the text and the drawing (R.OOP.103) are unchanged.

SUB HEADING 20 MODIFICATION

FIRE WARNING LIGHT SYSTEM MODIFICATION 3245

Modification Vampire 3245 which repositions the re-setting fire detector switches in the engine bay is now in course of issue and supercedes Modification Vampire 844 on aircraft which have Modification Goblin 820 on their engines.

Under Modification Goblin 820 the new type flame tube assemblies can foul the switches under Modification Vampire 844.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V. No 436



DATE 13. 7. 53.

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 10. MISCELLANEOUS EQUIPMENT

### CLEANLINESS OF FUEL SYSTEM

Operators of Vampire aircraft are advised to ensure that their ground re-fuelling equipment such as streamline Filters, Fuel containers, hoses, nozzles etc be periodically checked for foreign matter and serviceability of filters drain cocks etc., to avoid the possibility of foreign matter entering the aircraft fuel system.

On certain types of re-fuelling equipment it is possible for the delivery side of the equipment to be utilised to de-fuel and aircraft with the result the foreign matter, which may be sucked out of the aircraft is held against the delivery side of the filter and will be washed back into the next aircraft to be re-fuelled. Should foreign matter be introduced into the aircraft tanks then it will be necessary to remove and flush out the tanks and pipes to eliminate it.

The aircraft fuel filters should also be periodically checked both for cleanliness and serviceability and the element changed if considered necessary.

The following Vampire Modifications are those issued for fuel filters alterations :-

- 245 - Introduction of F.D.2151 (Tecalemit) filter with ".005 filtration
- 441 - Introduction of F.D.2151/Mod.6 filter.
- 692 - Alternative Vokes filter.
- 872 - Introduction of F.D.2 159 filter.
- 987 - V.A.F.3 type element for Vokes filter.
- 3092 - F.G.2413 element for Tecalemit filter.
- 955 - 700 G.P.H. filter (Goblin 11 engines aircraft only).

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## TECHNICAL NEWS SHEET

SERIES V. No 437



DATE 13. 7. 53.

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/94  
Main Undercarriage Door Lock: Failure
- (B) Vampire and Sea Vampire aircraft all marks.
- (C) Cases have been reported of failure of undercarriage door lock teleflex clamp blocks due to cracking across the narrowest section. This failure releases the conduit and leads to loss of movement of the lock plunger.
- (D) At or before the next Primary Star Servicing proceed as follows :-
1. Dismantle the front and rear main undercarriage door lock plungers and remove the teleflex conduit clamps Pt. No. G00.1779, each mounted on a bracket near the door lock plungers inside the wing.
  2. Disconnect the conduits at the clamp blocks Pt. No. G00.1781, situated on Rib 3 in the wheel well, and remove the conduit from this point to the lock plungers.
  3. Remove the clamp blocks (Pt.No.G00,781), re-assemble the length of conduit removed in Para.2 and tighten up.
  4. At the position where the clamps G00.1779 were fitted, assemble new clamps manufactured to Drawing ROOG.43, Sheet 2, taking care not to over-tighten.
  5. Cut clamp blocks Pt. No. G00.1781 through the face shown at 'A' on Drg.No. ROOG.43, Sheet 1, and clean up the edges of the cut.

- (6) To prevent closing of the original gap in the blocks, make up the packing pieces shown on Drg. No. ROOG.43, Sheet 1, and attach to one half of each block with 1/4 B.A. counter-sunk screw.
- (7) As the teleflex connector on Rib 3 is not always central in the clamp block when assembled, it is necessary before fitting the locking plate (made to Drg. ROOG.43, Sheet 1) to drill and fit each plate to suit its particular clamp block and relative connector position. This may be done by first marking the clamp block holes centre line in pencil down the side of the block shown as 'B' on Sheet 1. Assemble the block in position without the bolts and place the locking plate in position. Then continue the pencil lines from the block to the locking plate. The bolt hole centres are now obtained by measuring back .20" on the lines shown, from the edge of the locking plate.
- (8) Drill the locking plates and assemble the blocks and plates in position using 'DUR-LAC' jointing compound between the dissimilar metals.
- (9). Replace the original packing pieces under the clamping blocks, this being particularly important under the clamps Pt. No. G00.1779 to ensure alignment of the conduit with the plunger guide tube.
- (10) Wire lock the conduit connectors.
- (11) Assemble and check the main undercarriage door locks as laid down in SI/Vampire/41.
  - (E) Record on appropriate form.
  - (F) NIL
  - (G) NIL

N.B. Reference Para. D.4. Where mild steel specification S.92 (Repeat) S.92 not available S.1. (S.ONE) or S.93B (S.Ninety Three B) may be used in lieu. Annotate S.T.I. accordingly.

Drawing No. R.OOG43 Sheets 1 and 2 attached hereto.

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HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V

No. 437  
ISS. 2.



DATE 4. 3. 55.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.  
SUB HEADING 18 WING ASSEMBLY.

- H/A*  
*check AMST1's*  
*94B*
- A. SPECIAL TECHNICAL INSTRUCTION/VAMPIRE/94 AS AMENDED BY 94A AND CORRECTION.  
MAIN UNDERCARRIAGE DOOR LOCK: FAILURE.
- B. Vampire and Sea Vampire aircraft all marks, with Mod.818 embodied.
- C. Cases have been reported of failure of undercarriage door lock teleflex clamp blocks due to cracking across the narrowest section. This failure releases the conduit and leads to loss of movement of the lock plunger.
- D. At or before the next Primary Star Servicing proceed as follows:-
1. Dismantle the front and rear main undercarriage door lock plungers and remove the teleflex conduit clamps Pt. No. G00.1779, each mounted on a bracket near the door lock plungers inside the wing.
  2. Disconnect the conduits at the clamp blocks Pt. No. G00.1781, situated on Rib 3 in the wheel well, and remove the conduit from this point to the lock plungers.
  3. Remove the clamp blocks (Pt. No. G00.1781), re-assemble the length of conduit removed in Para.2 and tighten up.
  4. At the position where the clamps G00.1779 were fitted, assemble new clamps manufactured to Drawing ROOG.43, Sheet 2, taking care not to over-tighten.
  5. Cut clamp blocks Pt. No. G00.1781 through the face shown at 'A' on Drg. No. ROOG.43, Sheet 1, and clean up the edges of the cut.

Continued.....

6. To prevent closing of the original gap in the blocks, make up the packing pieces shown on Drg. No. ROOG.43, Sheet 1, and attach to one half of each block with 4BA counter-sunk screw.
  7. As the teleflex connector on Rib 3 is not always central in the clamp block when assembled, it is necessary before fitting the locking plate (made to Drg. ROOG.43, Sheet 1) to drill and fit each plate to suit its particular clamp block and relative connector position. This may be done by first marking the clamp block holes centre line in pencil down the side of the block shown as 'B' on Sheet 1. Assemble the block in position without the bolts and place the locking plate in position. Then continue the pencil lines from the block to the locking plate. The bolt hole centres are now obtained by measuring back .20" on the lines shown, from the edge of the locking plate.
  8. Drill the locking plates and assemble the blocks and plates in position using 'DURALAC' jointing compound between the dissimilar metals.
  9. Replace the original packing pieces under the clamping blocks, this being particularly important under the clamps Pt. No. GOO.1779 to ensure alignment of the conduit with the plunger guide tube.
  10. Wire lock the conduit connectors.
  11. Assemble and check the main undercarriage door locks as laid down in SI/Vampire/~~41~~ and ~~STI/Vampire/32~~  
50.
- E. Record on appropriate form.
- F. Nil.
- G. Mod. 3336, where embodied, will render compliance with this Instruction unnecessary.
- N.B. Reference Para. D.4. Where mild steel specification S.92 (Repeat) S.92 not available S.1 (S. ONE) or S.93B (S. Ninety-three B) may be used in lieu. Annotate S.T.I. accordingly.

Drawing No. ROOG.43 Sheets 1 and 2 attached hereto.

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HATFIELD HERTFORDSHIRE ENGLAND

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## TECHNICAL NEWS SHEET

SERIES V. No 438



DATE 20.8.53

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

#### Special Technical Notice /Vampire /8 Fuel Tank Contents Gauge: Fracture of Float Arms.

Vampire Mk. 1, 3 and 5 are affected.

Cases have been reported of the wire float arm, carrying the cork float on Smith's Fuel Tank Contents Transmitter Units, being fractured at a point adjacent to the float.

2. Such cases have been found to be due to manufacturing difficulties and units manufactured subsequent to corrective action being taken are identified by a letter 'A' stamped on the unit flange immediately above its modification number.
3. It is recommended that whenever a fuel tank embodying this type of contents unit is removed for servicing reasons, the contents transmitting unit be withdrawn from the tank and inspected for signs of incipient fracture.
4. Aircraft embodying Vampire Mod. 568 which introduced Pacitor type equipment, and those units identified as in para. 2 above are not affected.

#### SUB HEADING 12 FUEL SYSTEM.

#### Special Technical Notice/Vampire/7 (Superseding and cancelling Special Technical Instruction/Vampire/77A) (Fuselage Fuel Tanks: Cracking at Pillar Adaptor Bases.

Vampire, Sea Vampire. All Marks:

Cases have been reported of the fuselage fuel tanks cracking in the vicinity of the vent pillar adaptor. This is considered to be due to the tank skin being strained when the vent pillar adaptor is overtightened to prevent leaks.

Continued.....



Whenever it is necessary to remove the vent pillar adaptor or the fuel transfer pillar adaptor or in the case of a leak from either, proceed as follows:-

- 1. Vampire. Strip the vent pillar adaptor banjo assembly situated at the top rear face of No.4 bulkhead and remove the pillar adaptor from the tank. Dispose of the aluminium washers Part No.AGS.568F fitted one on either side of the banjo, and one between the base of the pillar adaptor and the tank and reassemble using bonded rubber seals 3 off Part No.SP.837 Mk.20B.

In a similar manner replace the aluminium washer, Part No.AGS.1138/H, 3 off fitted in the same positions as detailed in sub-para. (1) on the fuel transfer pillar adaptor with bonded seals 3 off Part No. SP.837 Mk.24B.

- 2. Sea Vampire. Strip the pillar adaptor banjo assembly situated at the top rear face of no.4 bulkhead and remove the pillar adaptor from the tank. Dispose of the aluminium washers Part No. ~~AGS.568F~~ <sup>AGS.1138/H</sup> ~~AGS.568F~~ fitted on either side of the banjo and replace with bonded seals Part No. ~~AGS.568F~~ <sup>AGS.1138/H</sup> ~~AGS.568F~~ fitted between the base of the pillar adaptor and the tank and reassemble using bonded rubber seal Part No. ~~AGS.1138/F~~ <sup>SP837/20B</sup> ~~AGS.1138/F~~.

*Δ/AGS203F*

In a similar manner replace the aluminium washer, Part No. ~~AGS.1138/H~~ <sup>AGS 1138/4</sup> ~~AGS.1138/H~~, 3 off fitted in the same positions as detailed in sub-para. (1) on the fuel transfer pillar adaptor with bonded seals 3 off Part No. ~~AGS.1138/H~~ <sup>SP 837/24B</sup> ~~AGS.1138/H~~.

NOTE 1. When re-assembling the pillar adaptor care should be taken not to overtighten as the bonded seals do not require crushing to effect a seal. Bonded seals should not be used a second time.

NOTE 2. Care should be also taken to ensure that the pillar adaptors pass centrally through the apertures in the bulkhead. After the first flight following a tank replacement it is sometimes necessary to re-tighten the tank straps.

NOTE 3. This is advance information of Vampire Mod.3259 or Sea Vampire Mod.1029 (Class C/4). *1055*

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## TECHNICAL NEWS SHEET

SERIES V. No 1439



DATE 21.8.53

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.  
SUB HEADING 23 INSTRUMENTS

Special Technical Notice/Instruments/12.  
Oxygen Installation: Ejection Seat Aircraft.

Herewith the text of Air Ministry Postagram ref.A.34473/49/Air.Eng 4(B) dated 12th May,1953, for information and any necessary action.

1. A case has occurred of the oxygen quick release connection behind the pilot's seat parting in flight. Investigation showed that the Low Pressure Tubing Mk.5 between the quick release connection and the pilot's mask tube connection had been renewed and the ejection seat replaced, but the tube had not been securely clamped in the bracket on the ejection seat, A.P.1275A Volume 1, Section 3, Chapter 13, Figure 2, Items 3 and 4 refer. The tube is so clamped to prevent a load being applied to the quick release connection when the seat is raised or the tube is pulled through the guide ring when the mask tube is connected. Cases have also been reported of chafing of the L.P.tubing.

2. In order to ensure that the low pressure oxygen system is serviceable and the quick release connection properly made it is recommended that the following examinations and test be made whenever a seat is removed and replaced:-

- (a) all flexible oxygen tubes are examined for chafing;
- (b) the rubber packing between the clamp on the seat and the Mk.5 tubing is examined for correct positioning and security.
- (c) a test is made with the economiser tester for both functioning and leakage when the seat has been replaced;
- (d) an entry to the effect that the examination and test has been satisfied is made in Form 700.

Continued.....

3. The tests to be undertaken on the oxygen equipment of new seats and at bay servicing of ejection seats are given in Appendix 1 of A.P.1275A Vol.1 Section C, Chapter 13. These tests will be included in the Bay Servicing Schedules for Ejection seats.

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## TECHNICAL NEWS SHEET

SERIES V.

NO 440



DATE 21.8.53

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.

#### Special Technical Notice/Electrical/14... (Suspending Special Technical Instruction/Electrical/66) Micro Switches in Turbine Engined Aircraft.

Analysis of defect reports, submitted as the result of a request for the reporting of all micro switch failures (Postagram Electrical/RDA Defects/168 dated 8th April, 1953 refers), shows that corrosion is a major trouble and eventually causes seizure of the plunger in its uide. The best method of preventing this with the present design of micro switch is to apply a film of grease (D.T.D. 825. Stores Ref. 34B/222) to the plunger but this can only be considered as a short term palliative solution. Switch manufacturers are experimenting with switches redesigned to overcome this failure.

2. Pending the introduction of redesigned switches further action under S.T.I./Electrical/66, which deals with the trouble caused by the ingress of Kerosene, is to be suspended, with the following provisos:-

- (a) Production aircraft are to satisfy the requirements of S.T.I./Electrical/66 during manufacture.
- (b) The micro switches fitted to Canberra aircraft as Tailplane Incidence Limit Switches are to be changed for the improved type (Ref. 5C/4638 or 4639).
- (c) Where a micro-switch in any position on any turbine engined aircraft becomes unserviceable and is to be replaced the replacement switch is to be of the improved type (Ref. 5C/4638 or 4639)

Continued.....

3. Prior to fitment of a micro-switch remove the cowl and clean off the old adhesive from the plunger guide. Apply a film of grease (D.T.D.825 Ref.34B/222 to the plunger. Replace the cowl using Solution Neoprene (Ref.33C/624) as the adhesive, ensuring that there is no surplus solution which might spread onto the plunger.

N.B.

Micro-switches released by the manufacturer with a yellow spot in the vicinity of the Stores Ref. No. have been greased and given the change of adhesive solution. A similar identification (Yellow spot) is to be made whenever the requirements of para. 3 above have been applied to a micro switch.

TECHNICAL NEWS SHEET

SERIES V .

No 441



DATE 22. 8. 53.

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, INSTRUMENT

Special Technical Notice/Miscellaneous/13.  
Pitot, Static and Suction Systems: Flexible Connections

The following advance information is issued to standardise the type of flexible tubing used and connections made in Pitot, Static and Suction systems of aircraft, pending the issue of a replacement leaflet for the existing Leaflet J17 of A.P. 1275A, Vol. 2, Part 1.

2. Whenever any flexible tubing is replaced in the Pitot, Static or Suction systems of aircraft the correct type to be used is as follows :-

(a) Pitot/Static Systems:- Flexible Tubing to D:T.D.251  
Size 1 Stores Ref. 32C/472.

(b) Suction Systems:- Flexible Tubing to D.T.D.373 Stores  
Ref. 32C/142.

3. To ensure sound airtight joints, all flexible tubing connected to metal pipes and unions are to be made by sliding the rubber tubing over the metal for at least 3/4" and using Hose Clips Type J (AGS.605) or Type S (AGS.1000) Mk.00 Stores Ref. 28E/10154. A radius is to be made on the end of metal pipes to ensure that they do not cut into the flexible tubing; in addition care is to be taken to ensure that the threads of the hose clips are serviceable and not worn.

4. In making connections to the instrument panel the flexible tubing used is to be as short as is compatible with ensuring that the action of the antivibration mountings is not affected and that no bend less than 1.1/2" radius is formed.

continued.

5. It is recommended that all flexible tubing be checked and the correct connections made on replacement or at the next Minor Servicing.

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TECHNICAL NEWS SHEET

SERIES V. No 442



DATE 21. 8. 53.

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  
SUB HEADING 23, INSTRUMENTS

S.T.N./Instructions to Pilots/4  
Oxygen Regulators Marks 11 and 16: Operation

Herewith the text of Air Ministry Letter ref. C.37805/  
48/O.4/T.F.2. dated 29th June 1953 for information and necessary action:-

"I am directed to state that cases have ~~recently~~ been reported of pilots failing to open fully the "ON-OFF" valve on Mark 11 Regulators, giving rise to suspected cases of anoxia.

2. To prevent incidents of this type, it is essential that aircraft crews ensure that "ON-OFF" valves of Regulators must be fully opened when the Regulators are in use.

3. A.P. 2095 - Pilots Notes General (4th Edition) will be amended".

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DE HAVILLAND SERVICE  
AIRSPEED DIVISION

CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE  
CHRISTCHURCH 1600

CABLES  
HAVILLAND TELEX CHRISTCHURCH

TELEX  
CHRISTCHURCH 41-536

TECHNICAL NEWS SHEET

SERIES V

No. 442

Issue 2

DATE 10.9.1958



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

| This News Sheet cancels and supersedes Issue 1 dated 21.8.1953.

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

OXYGEN REGULATORS, MARKS 11 AND 16 : OPERATION.

Vampire Marks 1, 3, 5, 6, 50.  
Sea Vampire Marks 20, 21.

| Special Technical Notice/Instructions to Pilots/4, published  
on Issue 1 of this news sheet, is now cancelled.

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The last News Sheet applicable to the Marks 1, 3, 5, 6, 20, 21 and 50 was  
V.441.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V. No 443  DATE 22.8.53

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.  
SUB HEADING 23 INSTRUMENTS

*Instructions to file  
per Mag 138  
10.3.58*

Special Technical Notice/Instruments/13  
Oxygen Economiser Bags: Life.

Herewith an extract from Air Ministry letter reference A.47200/50/Air Eng.4 dated 20th May 1953 for information and necessary action. Previous correspondence on this matter was issued under ref. Miscellaneous/RDA Defects/1688B, 1711B dated 2nd April 1952.

"I am directed to refer to Air Ministry letters ref.A.47200/50/Air Eng.4 dated 1st January, 1952 and 29th February 1952 and to state that investigation into the "Life" of the economiser bag 6D/1603 indicates that a maximum life of 100 hours must be imposed for bags fitted to economisers installed in aircraft using the Mark 11 or 16 series of oxygen regulators. The life of 300 hours already stipulated can be retained for bags fitted to economisers in aircraft using the Mark 10 series of regulators.

2. The main defect experienced with the economiser bags is the presence of pin holes. Tests are now being undertaken with bags manufactured from various materials in order to determine a more suitable material which will give a longer life. To date no entirely satisfactory results have been obtained but tests continue and should a more satisfactory material be obtained the existing bags will be replaced.

4. Finally I am to state that AP.3158, Vol. 2 Leaflet B11 will be amended.

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DE HAVILLAND SERVICE,  
AIRSPEED DIVISION

CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE  
CHRISTCHURCH 1600

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CHRISTCHURCH 41-536

TECHNICAL NEWS SHEET

SERIES V

No. 443

Issue 2

DATE 14.2.1958



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OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

This Technical News Sheet cancels and supersedes Issue 1 dated 22.8.1953

VAMPIRE AIRFRAME, GENERAL CIRCULATION  
SUB HEADING 14. AIRCRAFT SERVICES

OXYGEN ECONOMISER BAGS ; LIFE  
(SPECIAL TECHNICAL NOTICE/INSTRUMENTS/13)

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

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# DE HAVILLAND SERVICE

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## TECHNICAL NEWS SHEET

SERIES V.

NO 444



DATE 22. 8. 53.

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 4, CONTROLS FLYING  
SUB HEADING 15, TIRE UNIT ASSEMBLY

Special Technical Instruction/Vampire/85A  
(Amending Special Technical Instruction/Vampire/35)  
Rudder Static Balance Lever: Damage

Special Technical Instruction/Vampire/85, issued under this Headquarter's reference Vampire/R.D.I. Defects/289 dated 24th April, 1953, is to be amended as follows :-

Para.(D) 6: At the end of sub-paragraph add:-

"On Sea Vampire Mk.20, due to inaccessibility, it is not possible to peen over the ends of the bolts; so two thin I.T.S. locknuts Part No. A16Y/CT should be used".

SUB HEADING 11, ELECTRICAL INSTALLATION

Servicing Instruction/Vampire/42A  
(Amending Servicing Instruction/Vampire/42)  
Rudder Control Cables: Fouling by Flame Switch Mounting Brackets

S.I./Vampire/42, issued under this H.Q.'s. reference Vampire/R.D.I. Defects/275 dated 16th March, 1953, is to be amended as follows:-

Para (d) Add, after sub-para (D) 2:-

"3. Inspect the four bolts Pt. No. 16S.247/31 which secure the cable to the 'P' clips to the flame switch mounting, to ensure that they are assembled with the head of the bolt outboard. If they are fitted in the reverse position the end of the bolts may foul the control cables".

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# DE HAVILLAND SERVICE

## AIRSPPEED DIVISION

CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE  
CHRISTCHURCH 1600

CABLES  
HAVILLAND TELEX CHRISTCHURCH

TELEX  
CHRISTCHURCH 41-536

## TECHNICAL NEWS SHEET

SERIES V No 444

Issue 2 DATE 26.2.1958



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

This Technical News Sheet cancels and supersedes Issue 1 dated 22.8.1953.

Issue 1 of this news sheet contained Special Technical Instruction/Vampire/85A (amending S.T.I./Vampire/85) and Servicing Instruction/Vampire/42A (amending S.I./Vampire/42).

S.I./Vampire/42A has now been transferred to T.N.S. V. 390, issue 2, and S.I./Vampire/42 has been fully amended to include 42A and 42B.

S.T.I./Vampire/85 has been transferred to this news sheet from T.N.S. V.415 issue 1, and is published below with S.T.I./Vampire/85A included. The last amendment to this instruction was dated 21.7.1953.

VAMPIRE AIRFRAME, GENERAL CIRCULATION  
SUB HEADING 4. FLYING CONTROLS.  
15. TAIL UNIT ASSEMBLY.

*Satisfied before  
receipt of 9/2*

### RUDDER STATIC BALANCE LEVER : DAMAGE

Vampire/Sea Vampire Marks 1, 3, 5, 6, 9, 10, 11, 20, 21, 22, 50, 52, 52A, 54, 55 and 55A without Modification 3344 (introduction of a steel lever - Trainers only).

Cases have been reported of the rudder static balance lever Part No. KOO.339A being fractured through either of the two holes through which the securing bolts for the balance weights pass. It has also been reported that, due to these securing bolts being loose, the metal cases for the weights have caused a groove to be worn in the levers at a point where the cases are recessed to accommodate the lever.

Before the next Primary Servicing the following procedure is recommended :-

1. Remove the boom rear fairings and then remove the rudder balance weights Part No. KOO.3398 from the static balance levers by undoing the two 2BA bolts which secure them.
2. Inspect the levers for cracks or damage by the balance weight cases.

Continued...

3. If cracks are present the lever is to be replaced.
4. If the balance weight cases have worn a groove in the levers it may be carefully blended out, provided that the depth of the blend on either side does not exceed .060" and the lever thickness is not reduced below .300". The blending should extend for approx.  $\frac{3}{8}$ " on either side of the original damage.
5. Where necessary, the recessed portion in the cases should be filed to give it at least .020" clearance between the cases and the lever.
6. Re-assemble the balance weights to the lever and secure with replacement bolts Part Nos. A25/24C. Having firmly tightened the nuts, peen over the ends of the bolts. NOTE: The heads of the bolts should be supported when the peening is carried out.

"On Sea Vampire Mk.20, due to inaccessibility, it is not possible to peen over the ends of the bolts ; so two thin H. T. S. locknuts Part No. A16Y/CT should be used".

Record on the appropriate form.

New aircraft from constructor's works after the date of this S.T.I. will not be affected.

This information has been issued by the Ministry of Supply as Special Technical Instruction/Vampire/85, as amended by 85A.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V. No 445



DATE 22.8.53

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 13 RADIO

#### Special Technical Notice/Radio(Airborne Assembly)/2A (Amending STN/Radio(Airborne Assembly)/2 ) Miniature Jones Type Sockets

Further to STN/Radio(Airborne Assembly)/2 issued under the Hys. reference Radio (Airborne Assembly) RDA Defects/73 dated 24th March 1953 herewith an extract from Air Ministry postagram A.55259/50 dated 17th June 1953, for information and necessary action:-

"Information has now been received stating that defective copper spring contacts have been found in some Jones Sockets fitted to VEF 10 channel equipments.

Any future cases of defective copper spring contacts in miniature type Jones Sockets, found as a result of inspection detailed in the Air Ministry postagram quoted in paragraph 1 above, are to be changed by the substitution of replacement serviceable Jones Sockets. Forms 1022G are no longer required in respect of this defect.

The defective Jones Sockets rendered surplus as a result of the inspection are to be disposed of locally under normal equipment procedure.

### SUB HEADING 11 ELECTRICAL INSTALLATION.

#### Special Technical Notice/Electrical/11A Micro Switches: Reporting of Defects.

The need for intensive reporting of defects concerning micro switches has been served. Considerable information has been collected as a result of STN/Electrical/11 and the parallel Air Ministry postagram.

STN/Electrical/11 is now to be considered cancelled and reporting of the defects concerned may now revert to normal.

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## TECHNICAL NEWS SHEET

SERIES V No 446



DATE 23.9.53

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 Notice/Vampire/9  
(Cancelling S.T.I./Vampire/76A)

### Main Fuel Tank Filler Neck Drain Pipe: Leaks

Vampire aircraft, all marks.

2. Damage or fracture of the main fuel tank filler neck drain pipe, resulting in fuel leakage may occur.
3. The following Repair Schemes are forwarded for application when leaks due to damaged or fractured filler neck drain pipes are discovered.

#### Scheme A. (Drawing No. ROOP 104 refers)

1. Manufacture from local resources an aluminium plug as shown on Drawing No. ROOP. 104.
2. Open out the hole in the filler neck cover plate, immediately above the drainpipe, to 3/8" dia. This can be effected without removing the cover plate, but care should be taken not to damage the drain pipe, and to clear out any swarf.  
Amplly cover the plug with jointing compound and tap it into the drain
3. pipe, leaving 1/4" proud of the pipe.
4. Disconnect the external drainpipe at the base of the tank rear wall and blank off the union on the tank and the drain pipe as shown on Drawing No. ROOP. 104.

#### Scheme B. (Drawing No. ROOP 106 refers) For application where the plug quoted in scheme 'A' cannot be fitted.

1. Locate the two cover plate holding studs nuts and cup washers, one on either side of the drain hole.

Contd.



2. Pack up with langite to the height of the cup washer approx. 3/16". This packing must extend from the periphery of one washer, across the drain hole to the periphery of the adjacent washer; in width it must be adequate to seal off the drain hole, as shown on drawing ROOP.106.
3. If the langite packing is made up of thin laminations, the faces between each strip are to be coated with approved jointing compound (such as Bostik 1410).
4. Seal the langite to the cover plate with jointing compound and clamp in position with a strip of 18 S.W.G. light alloy DTD. 610 bridged across the two studs mentioned above and held in position by two nuts. The edges of the clamping strip should be turned down to ensure that no movement of the langite packing is possible. The clamping strip may be made to any suitable shape, in plain view, to suit the varying fuselage cut out contours and tank positions of individual aircraft.
5. Disconnect the external drainpipe at the base of the tank rear wall and blank off the union on the tank and the drainpipe as shown on Drawing ROOP.106.

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NOTE Drawings ROOP.104 and 106, issued with STI/Vamp/76A on TNS V.412 should now be filed with this News Sheet.

# DE HAVILLAND SERVICE

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## TECHNICAL NEWS SHEET

SERIES V. No 447



DATE 28. 9. 53.

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/44  
(Cancelling and Superseding Servicing Instruction/Vampire/31.  
31A, 31B and 31C).  
Elevator and Rudder Control Cables: Fraying.
- (B) Vampire aircraft all marks.
- (C) Cases have been reported where elevator and rudder control cables have frayed at the elliptical pulleys mounted on the false spar at centre lines of booms port and starboard.
- (D) At the next and each subsequent Intermediate Servicing, inspect rudder and elevator control cables for fraying at the elliptical pulleys. Fraying occurs where cables make contact with bottom of pulley groove. It is essential that controls are moved to extreme positions both ways in order that complete run of cable making contact with the pulley is examined. Cables found frayed are to be changed. The principle of automatic change after a 300 hour "life" is no longer applicable.
- (E) Record on appropriate form.
- (F) Nil.
- (G) Nil.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

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## TECHNICAL NEWS SHEET

SERIES V No 448



DATE 29/10/53

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.

1. Special Technical Notice/Vampire/10  
Uncontrolled Operation of Cockpit Jettison Mechanism.

Vampire T.Mk.11 aircraft.

On Vampire T. Mk.11 aircraft with Modifications 3164 embodied the canopy jettison control handle is situated on the dashboard and the selector valve is under the cockpit floor, a bowden cable being used to connect the two.

2. Cases have been reported where kinking of the bowden cable has occurred immediately behind the control handle on the dashboard, due it is believed to the handle being rotated when pulled out during a periodic servicing operation. The shortening of the effective length of bowden cable has resulted in a partial operation of the selector.
3. Other cases have been reported where a partial operation of the selector has occurred when the lower instrument panel has been lowered on its hinges during servicing and has fouled the jettison control handle.
4. Partial operation of the selector can cause the jettison mechanism to creep towards the unlocked position, the slow rate of movement passing unnoticed until the canopy is free and becomes detached from the aircraft.
5. It is recommended therefore that the possibility of partial uncontrolled operation of the selector be brought to the notice of all concerned and that the following points be emphasised:-

(a) Whenever the canopy jettison control handle has been moved or is believed to have moved, the selector must be returned manually to the "off" position. It may be necessary to use a small rod to move the selector shaft (to which the bowden cable is connected) to the final "off" position. It is not sufficient to push the control handle back into its housing on the dashboard as this will merely result in a slack cable and leave the selector in the "on" position.

Contd.

(b) When the selector shaft has been manually returned to fully "off", ensure that it remains in this position when the manual force is removed. A tendency for the selector shaft to move out towards the "on" position will indicate kinking of the cable or that the cable is too tight and requires adjustment.

NOTE 1: Later production aircraft on which Modification 3167 embodied will have the selector positioned behind the instrument panel coupled directly to the jettison control handle.

NOTE 2: Creeping of the jettison jack and consequent movement of the canopy locking arrangement may also be due to a defective non return valve in the return line from the selector. (See Special Technical Instruction/Vampire/92).

SUB HEADING: 16 UNDERCARRIAGE.

SUB HEADING: 18 WING ASSEMBLY.

- (A) Servicing Instruction/Vampire/45  
Door Frame Striker Pads: Loss.
- (B) All Vampire aircraft.
- (C) Cases have been reported where the striker pads on the main undercarriage 'D' door frames have been lost in flight. The loss of these pads was caused by the failure to apply the brakes after take-off. The rotating wheel combined with the unsatisfactory centre dot locking of the securing nuts resulted in the loss of the striker pads.
- (D) At the next and each subsequent Intermediate Servicing check for satisfactory locking and tightness of the striker pads. Renew where necessary.
- (E) Record on the appropriate Form and enter in the Supplementary Servicing Record Sheet of the Servicing Schedule.
- (F) NIL.
- (G) NIL.

SUB HEADING: 4 CONTROLS. FLYING.

- (A) Special Technical Instruction/Vampire/95  
Control Column Pivot Bolt: Locking
- (B) Vampire Mk.10 aircraft.

Contd.

- (C) Cases have been reported of the locking arrangement for the control column pivot bolt being incorrectly carried out. This instruction changes that method of locking to avoid the possibility of such mal-assembly. The bolt provides the outboard pivot point for the control column cross shaft and screws into a bracket which is secured to the fuselage wall. This bracket also carries the aileron control cable pulleys. A.P.4355B, Vol. 1, Section 3, Chap.4. Fig.12 refers.
- (D) At or before the next Primary Star Servicing proceed as follows:
1. Refer to Drg. R.12.CF.104 detail A and manufacture from 18 s.w.g. M.S. the locking plate as shown.
  2. Obtain new pivot bolts (one per aircraft) Part No. 13.CF.261.
  3. Drill the head of the bolt through opposite flats with No.58 drill.
  4. Remove the pilot's seat and the false flooring around the base of the control column.
  5. Locate the mounting bracket 13.CF.143 and drill in its lower member, at a point 1" forward from the centre line of the pivot bolt, a 1/16" hole as shown at B. Care should be taken that the drill, after passing through the bracket, does not penetrate the fuselage wall.
  6. With the new bolt and locking plate at hand, remove the pivot bolt locking split pin which passes through the bolt boss in the bracket, then remove the pivot bolt and its washer and dispose of both of them.
  7. Place the locking plate on the new pivot bolt and re-assemble the bolt through the cross shaft lever ball race and screw into the mounting bracket. To facilitate this change of bolt, it is advisable to have a second person holding the cross shaft while the change is effected.
  8. Before finally tightening the bolt, position the locking plate with its extended portion forward and slightly down; so that the  $\frac{1}{8}$ " hole in its forward end lines up with the hole in the bracket referred to in Para. D.5.
  9. Wire lock the bolt in the manner shown in the Drawing R.12.CF.104.

Contd.

10. Check the control column for freedom of movement and replace the false floor and pilot's seat.

(E) Record on appropriate form.

(F) Nil.

(G) Nil.

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# DE HAVILLAND SERVICE

AIRSPED DIVISION

CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE  
CHRISTCHURCH 1600

CABLES  
HAVILLAND TELEX CHRISTCHURCH

TELEX  
CHRISTCHURCH 41-536

## TECHNICAL NEWS SHEET

SERIES V

No. 449

Issue 2

DATE 26.2.1958



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

This Technical News Sheet cancels and supersedes Issue 1 dated 11.11.1953.

Special Technical Instruction/Vampire/96, which was published on Issue 1 of this news sheet, has been transferred to T.N.S. V.467, issue 3, and amended in accordance with S.T.I./Vampire/96A.

Special Technical Instruction/Vampire/97, on this news sheet, has been copied from Issue 1 without alteration to the text. There has been no amendment to this instruction since it was issued on 2.10.1953.

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

### DROP TANK PRESSURISING AIR PIPE : FRACTURE

Vampire Marks 3, 5, 6, 9, 50, 52 and 52A.  
Sea Vampire Marks 20 and 21.

*Satisfied  
before receipt of A/C*

Cases have been reported of the pipes connected to the air pressure reducing valves in the drop tank transfer system fracturing. These pipes Part No. P00.3041A.ND. port (Ref. 26FC/4650) and P00.3043A.ND. starboard (Ref.26FC/5763) were introduced by Mod. Vampire 591. Investigation has shown that they have been supplied manufactured in 20 SWG instead of the correct material which is 22 SWG. With the use of 20 SWG material the smaller bore does not accept the skirt of the nipple Part No. AGS.1142B and some assemblies have been made by opening out the bore of the pipe, thereby weakening its section and causing the failure.

Before the next Primary Star Servicing the following procedure is recommended:

Locate the pressure reducing valves Part No. ACO.4798 (or post Mod.Vampire 3068 Part No. ACM.16314) that are mounted on the port and starboard upper members of the engine mounting and remove the relevant pipes which connect between the valves and the pipes that emerge from No.4 bulkhead.

Continued.....

2. Examine the ends of the pipes that connect to the pressure reducing valves for signs of fracture or of having been opened out in the bore. As identification of the correct gauge pipe may not be readily apparent, it is advisable to have a piece of 22 SWG pipe available for comparison.
3. If the incorrect gauge pipes have been issued or if the pipes show any signs of failure they are to be changed immediately.

Air Pressure pipes held as spare or in Store are to be checked as above prior to installation or issue as applicable.

Record on the appropriate form.

This information has been issued by the Ministry of Supply as Special Technical Instruction/Vampire/97.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

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## TECHNICAL NEWS SHEET

SERIES V

No 449



DATE 11.11.53.

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 17. VENTILATION AND CABIN HEATING

- (A) Special Technical Instruction/Vampire/96.  
Cockpit Air Temperature Control: Re-setting
- (B) Vampire T. Mk. 11.
- (C) Cases have been reported where it is not possible to obtain the correct range of air temperature control in the cockpit. This is due to the handwheel being incorrectly marked, and, therefore, incorrect setting of the cams.
- (D) At or before the next Primary Star Servicing proceed as follows:-
1. Remove the air temperature control handwheel from the cockpit and erase only the present cold and hot markings from it.
  2. Re-mark the rim periphery and side as indicated in Drg. R.15V.101.
  3. Refit the handwheel and set in the fully 'OFF' position, i.e. with the 'OFF' marking against the top stop.
  4. Remove the cams from the control valve that is mounted on the port upper engine bearer.
  5. Re-assemble the hot air cam (forward cam identified by its lateral scribe line as shown at 'A') so that this line is vertical and in line with the stem of the operating valve (see "X" on attached drawing for this position).
  6. With the hot air <sup>Cam</sup> in this position adjust the end cap on the valve stem, so that there is a clearance of 0.01 in. between the cam and the end cap after this adjustment.
  7. Re-assemble the cold air cam (rear cam identified by its longitudinal scribe line as shown at 'B') so that this scribe line is in line with the stem of the operating valve (see "X" on the attached drawing for this position).

Contd.....

8. With the cold air cam in this position, adjust the end cap on the valve stem so that there is a permanent minimum "lift" of 0.005 in. by the cam. Tighten the lock-nut on the end cap after this adjustment.
9. With the settings given in paras. 6 and 8 the relative position of the handwheel and cams will be as shown at "X". With progressive movements of the handwheel its succeeding positions will produce the other cam position illustrated.

(E) Record on appropriate form.

(F) Nil.

(G) Nil.

Future production will satisfy this requirement.

#### SUB HEADING 12 FUEL SYSTEM.

(A) Special Technical Instruction/Vampire/97  
Drop Tank Pressurising Air Pipe: Fracture.

- (B) Vampire aircraft Mk. 3, 5 and 9.  
Sea Vampire aircraft Mk. 20 and 21 and Pipes Ref. 26FC/4650 and 26FC/5763 held as spares or in Store.
- (C) Cases have been reported of the pipes connected to the air pressure reducing valves in the drop tank transfer system fracturing. These pipes Part No. P003041A, ND port Ref. 26FC/4650 and P003043A, ND starboard Ref. 26FC/5763 were introduced by Mod. Vampire 591. Investigation has shown that they have been supplied manufactured in 20 SWG instead of the correct material which is 22 SWG. With the use of 20 SWG material the smaller bore does not accept the skirt of the nipple Part No. ACS. 11423 and some assemblies have been made by opening out the bore of the pipe, thereby weakening its section and causing the failure.
- (D) (i) Before the next Primary Star Servicing, proceed as follows:-
- (1) Locate the pressure reducing valves Part No. ACO.4798 or post Mod. Vampire 3068 Part No. ACM.16314 that are mounted on the port and starboard upper members of the engine mounting and remove the relevant pipes which connect between the valves and the pipes that emerge from No. 4 bulkhead.

Contd.....

- (2) Examine the ends of the pipes that connect to the pressure reducing valves for signs of fracture or of having been opened out in the bore. As identification of the correct gauge pipe may not be readily apparent, it is advisable to have a piece of 22 SWG pipe available for comparison.
- (3) If the incorrect gauge pipes have been used or if the pipes show any signs of failure they are to be changed immediately.
  - (ii) Air pressure pipes held as spare or in Store are to be checked as above prior to installation or issue as applicable.

(E) Record on the appropriate Form.

(F) Nil.

(G) Nil.

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# DE HAVILLAND SERVICE

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## TECHNICAL NEWS SHEET

SERIES V No 451



DATE 11.11.53.

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.

#### SUB HEADING 18 WING ASSEMBLY.

- (A) Special Technical Instruction/Vampire/101.  
Main U/C and Radius Rod Assembly: Attachment Bolts: Loose.  
(Preliminary Warning Signal M.O.S.1773/2 October,1953 refers).
- (B) Vampire - All Marks.
- (C)(1) Cases have been reported of the main undercarriage and radius rod attachment bolts being found loose.
- (2) The affected bolts are as follows:-
- (a) The six 5/16" bolts which secure each radius rod mounting bracket, Part No.G.0079 to the front and rear undercarriage diaphragm.
  - (b) The four vertical bolts, Part No.G.00726.ND attaching the radius rod hinge front and rear end fittings, Part Nos.G.001056-7 and G.001055 respectively.
  - (c) The four vertical main undercarriage attachment bolts, Part No.G.001743. and the two main undercarriage hinge pick-up brackets, Part No.G.001010, which are secured by eight  $\frac{3}{8}$ " diameter bolts each.
- (3) The looseness of the bolts can be due to the nuts being thread bound.
- (D) Immediately where aircraft are held U/S as a result of Preliminary Warning Signal M.O.S.1773/2 and at the next Primary Star Servicing for other aircraft:-
1. Jack up the aircraft, disconnect the pneumatic brake pipe assembly secured by means of a bracket, Part No.Q.00164, to the rear inboard radius rod attachment bolt. Also remove the rubber clamp securing the brake pipe, and held by a 2BA bolt located in the rear undercarriage diaphragm.

Contd.....

D (Ctd) Next, proceed to remove the two 4BA bolts from the clip securing the hydraulic pipe immediately below the forward radius rod block fitting and secured on the forward undercarriage diaphragm, thereby giving free access to check the radius rod block attachment bolts, Part No. G.00726ND.

2. Remove the 4 off radius rod block fitting attachment bolts, Part No. G.00726ND. The threads in the radius rod mounting brackets are to be examined for signs of stripping. Change brackets where necessary. Examine the radius rod for damage, and change where necessary. Replace this assembly using new high tensile bolts, Part No. A25/22G or A15Y/22G, or Mild Steel Bolts Part No. G.00726ND, and drill No. 54 hole in the head of the bolt for wire locking. Ensure that two washers, Part No. SP.13G, per bolt are under the heads of three bolts per side, and that the brake pipe bracket, Part No. Q.00164, is secured under the fourth bolt, which is the rear inboard, on both sides of the aircraft. Wire lock the bolts in pairs with 20G locking wire.

NOTE: Several cases have been found of Light Alloy washers being used in lieu of steel. These Light Alloy washers must be replaced with steel.

3. Next remove the inspection panel on the underside of the wing, forward of the undercarriage and physically check the six radius rod mounting bracket bolts for tightness. If these are found loose, tighten and ensure that the nut is not thread bound. If in doubt fit another washer, Part No. SP.13G, and check carefully that the stiffnut is in safety when tight.

NOTE: Suspected ovality or oversize of holes in undercarriage diaphragm in way of the brackets is acceptable up to a letter "P" drill size, i.e. full entry of shank of drill.

Adopt the above procedure for checking the eight attachment bolts securing the undercarriage hinge pick-up bracket, Part No. G.001010, to the front diaphragm, ensuring that there is a minimum of two washers, Part No. AGS.946F, to each bolt.

Again, if in doubt as to whether the nut is thread bound, fit an additional washer, Part No. AGS.946F, and check that the nut is in safety.

4. Remove the No. 1 fuel tank, the tank guard secured by nine 2 BA screws and the inspection panel, Part No. D.005323, situated aft of the undercarriage on Rib 2.
5. Repeat the operation detailed in para. D.3. for the similar attachments on the rear diaphragm.
6. Check for looseness the four main undercarriage trunnion bolts, Part No. G.001743; tighten where necessary, and re-lock.

Contd.....

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SHLEET 3.

7. When all the bolts have been checked and rectified as necessary, reassemble all parts previously disconnected.
  8. Carry out an undercarriage retraction test, check the kidney slot for correct adjustment as outlined in the relevant Air Publications, check fuel flow and replenish the pneumatic brake system.
- (E) Record on appropriate Form.
- (F) Report to M.O.S. RDA Defects, copy R.T.O. de Havilland, Christchurch, Hants where ovality or oversize of holes (See Note to Para.(D) above) exceeds limit quoted.
- (G) Nil.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V

№ 451 Iss 2



DATE 29.11.54

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

### VAMPIRE AIRFRAME, GENERAL CIRCULATION

#### SUB HEADING 16 UNDERCARRIAGE

#### SUB HEADING 18 WING ASSEMBLY

- (A) SPECIAL TECHNICAL INSTRUCTION/VAMPIRE/101 (AS AMENDED BY 101A)  
MAIN U/C AND RADIUS ROD ASSEMBLY: ATTACHMENT BOLTS: LOOSE  
(PRELIMINARY WARNING SIGNAL M.O.S. 1773/2 OCTOBER, 1953 REFERS)
- (B) Vampire - All Marks.
- (C) 1 Cases have been reported of the main undercarriage and radius rod attachment bolts being found loose.
- 2 The affected bolts are as follows:-
- a) The six 5/16" bolts which secure each radius rod mounting bracket, Part No.G.0079 to the front and rear undercarriage diaphragm.
  - b) The four vertical bolts, Part No.G.00726 ND attaching the radius rod hinge front and rear end fittings, Part Nos.G.001056-7 and G.001055 respectively.
  - c) The four vertical main undercarriage attachment bolts, Part No.G.001743, and the two main undercarriage hinge pick-up brackets, Part No.G.001010, which are secured by eight  $\frac{3}{8}$ " diameter bolts each.
- 3 The looseness of the bolts can be due to the nuts being thread bound.
- (D) Immediately where aircraft are held U/S as a result of Preliminary Warning Signal M.O.S. 1773/2 and at the next Primary Star Servicing for other aircraft:-
1. Jack up the aircraft, disconnect the pneumatic brake pipe assembly secured by means of a bracket, Part No.Q.00164, to the rear inboard radius rod attachment bolt. Also remove the rubber clamp securing the brake pipe, and held by a 2BA bolt located in the rear undercarriage diaphragm.

Cont....

(D) (Ctd) Next, proceed to remove the two 4BA bolts from the clip securing the hydraulic pipe immediately below the forward radius rod block fitting and secured on the forward undercarriage diaphragm, thereby giving free access to check the radius rod block attachment bolts, Part No.G.00726ND.

2. Remove the 4 off radius rod block fitting attachment bolts Part No. G.00726ND. The threads in the radius rod mounting brackets are to be examined for signs of stripping. Change brackets where necessary. Examine the radius rod for damage and change where necessary. Replace this assembly using new high tensile bolts, Part No.A25/22G or A15Y/22G, or Mild Steel Bolts Part No. G.00726ND, and drill No.54 hole in the head of the bolt for wire locking. Ensure that two washers, Part No. SP.13G, per bolt are under the heads of three bolts per side, and that the brake pipe bracket, Part No. Q.00164, is secured under the fourth bolt, which is the rear inboard, on both sides of the aircraft. Wire lock the bolts in pairs with 20G locking wire.

NOTE: Several cases have been found of Light Alloy washers being used in lieu of steel. These Light Alloy washers must be replaced with steel.

3. Next remove the inspection panel on the underside of the wing, forward of the undercarriage and physically check the six radius rod mounting bracket bolts for tightness. If these are found loose, tighten and ensure that the nut is not thread bound. If in doubt fit another washer, Part No. SP.13G, and check carefully that the stiffnut is in safety when tight.

NOTE: Suspected ovality or oversize of holes in undercarriage diaphragm in way of the brackets is acceptable up to a letter "P" drill size, i.e. full entry of shank of drill.

Adopt the above procedure for checking the eight attachment bolts securing the undercarriage hinge pick-up bracket, Part No.G.001010, to the front diaphragm, ensuring that there is a minimum of two washers, Part No. AGS.946F, to each bolt.

Again, if in doubt as to whether the nut is thread bound, fit an additional washer, Part No. AGS.946F, and check that the nut is in safety.

4. Remove the No.1 fuel tank, the tank guard secured by nine 2 BA screws and the inspection panel, Part No.D.005323, situated aft of the undercarriage on Rib 2.

Cont....



5. Repeat the operation detailed in para. D.3 for the similar attachments on the rear diaphragm.
6. Check for looseness the four main undercarriage trunnion bolts, Part No. G.001743; tighten where necessary, and re-lock.
7. When all the bolts have been checked and rectified as necessary, reassemble all parts previously disconnected.
8. Carry out an undercarriage retraction test, check the kidney slot for correct adjustment as outlined in the relevant Air Publications, check fuel flow and replenish the pneumatic brake system.

(E) Record on appropriate Form.

(F) Report to M.O.S. RDA Defects, copy R.T.O. de Havilland, Christchurch, Hants where ovality or oversize of holes (See Note to Para (D) 3 above) exceeds limit quoted.

(G) NOTE: A number of aircraft with S.T.I./Vampire/101 recorded have been fitted with bolts, Part No.G001929 in lieu of Bolts, Part No. G00726 N.D., as called for on the S.T.I. This is quite in order as the new bolts were introduced by an internal modification and are now incorporated on Mod. Vampire 3306.

Bolts, Part No. G00726 N.D. fitted to the S.T.I. are quite satisfactory.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V.

No 457.



DATE 16. 11. 53.

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

### MODIFICATION NO. VAMPIRE 816 - CORRIGENDUM

(A) The following alteration is to be made to the Civil Modification Leaflet for Vampire Modification 816 issued on Technical News Sheet V.422 :-

#### CORRIGENDUM

Mod. No. Vampire 816.

In Paragraph 1, The wording - - - - - conforming to  
Spec. D.T.D. 629 - - - - Should be altered  
to read.

- - - - Conforming to Spec. D.T.D. 625 - - -

Technically approved for The de Havilland Aircraft Co.Ltd.,  
Airspeed Division.

Date 24. 8. 53.

E.B.SAMUEL (Signed).

SUB HEADING 18, WING ASSEMBLY  
SUB HEADING 24, REPAIR SCHEMES

### WING SKIN DISTORTION

(A) The attached Repair Instruction Sheet No. 34, Issue 3, and Drawing No. ROOD.324, Issue 3, are issued as a guide when assessing wing skin distortion.

The drawings issued with Technical News Sheet V.433 are cancelled.

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V.... 457. Continued: SHEET 2.

SUB HEADING 8, GENERAL

SPECIAL FLYING INSTRUCTION TF/588  
VAMPIRE T.11: SPINNING

(I). Practice spinning in Vampire T.11 aircraft in "clean" condition only is now permitted subject to the following limitations :-

Spinning is permitted up to four (4) turns on aircraft fitted with dorsal fins (Mod.3215) and up to two (2) turns on aircraft without dorsal fins. Some aircraft not fitted with dorsal fins may not respond for several turns if recovery action delayed beyond second turn.

✓

Para. 2. Pilots Notes will be amended.

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# DE HAVILLAND SERVICE

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## TECHNICAL NEWS SHEET

SERIES V. No 459.



DATE 17.11.53

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.

C.S. (A) Release - Sea Vampire T.Mk.22.

Issue No.2.

OCTOBER, 1953.

#### 1. General.

The Sea Vampire T.Mk.22 is a side by side dual training aircraft powered by a Goblin Mk.3 engine.

#### 2. Release Conditions.

##### 2.1. Type of Release.

World wide operation from land aerodromes for jet conversion and operational flying training including aerodrome dummy deck landing circuit instruction.

##### 2.2. Operational Restrictions.

###### +(a) Loading

- (i) Maximum weight for normal take-off and all forms of flying ... .. 11,710 lb.
- (ii) Maximum weight for overload take-off with drop tanks and gentle manoeuvres only ... .. 13,480
- (iii) Maximum weight for normal landing with external stores including empty drop tanks ... .. 13,140
- (iv) Maximum weight for emergency landing with full drop tanks. ... .. 13,480

Continued...

The C.G. position is limited to the range 2.80 inches forward of datum to 4.40 inches aft datum with under-carriage down.

For ferrying only an aft limit of 4.80 inches is permissible.

(b) Speeds and Mach Number.

(i) Maximum permissible speed, aircraft in the "clean" condition... 455 Knts. IAS

(ii) When bombs, or full or empty tanks are carried, flying is limited to gentle manoeuvres only, and the maximum permissible speed and Mach number (Strength and handling limitations.) are:-

Below 15,000 ft... 390 Knots IAS

Above 15,000 ft... 0.76 I.M.N.

(iii) Mach Number Characteristics.

Above 20,000 ft.

Compressibility effects first become evident at 0.74 to 0.78 I.M.N. They vary from aircraft to aircraft, but some or all of the following effects occur.:-

- (a) Slight rocking which develops into intermittent wing dropping and then into a wing drop in either direction requiring increasing aileron displacement to hold.
- (b) Porpoising - alternate nose up and nose down change of trim - which becomes more marked as Mach number increases.
- (c) General airframe buffét.

Recovery should be effected when the steady wing drop develops or when the porpoising becomes severe. Recovery is straightforward on throttling back and easing the control column back.

Continued.....

Below 20,000 ft.

The characteristics are similar to those described above but aileron effects are less marked at the lower altitudes and porpoising is more marked. The porpoising may, with little warning, at about 0.83 I.M.N. develop into a sharp nose up change of trim which cannot be restrained immediately by use of elevator: in a dive steeper than 25° it is likely that the maximum permissible normal acceleration of the aircraft would be exceeded.

2.3. Handling.

- (i) Drop tanks are to be jettisoned only in straight and level flight and at speeds not exceeding 260 Knots I.A.S.
- (ii) Landing with full drop tanks is to be regarded as an emergency condition and is to be at as low a rate of descent as possible on contact, in view of undercarriage strength.
- (iii) Intentional spinning is prohibited when drop tanks or external stores are carried.
- (iv) Practice spins up to four turns are permitted in either direction with the aircraft in the "clean" condition.

2.4. Armament.(a) Rockets.

Carriage of 3" R.P.s with 25 lb. or 60 lb. heads is permitted with No. 8 Type 14 projectors with shortened front struts (Stores Reference 11C/3004).

The following R.P. loads may be carried up to a maximum speed of 455 Knots I.A.S. and released in dives up to 45°:-

- 8 R.P.'s in double tier stowage using No. 8 Mk. 4 Saddles and Mk. 3 fins.
  - 4 R.P.'s in single tier stowage using No. 5 or No. 8 Mk's 1 or 2 saddles and Mk. 3 fins.
- An 'M' Sight Setting of 275 yards is recommended.

Continued.....

(b) Bombs

The undermentioned types of bomb installations are cleared subject to the following limitations:-

- (i) Bombs M.C. 1,000 lb. Mk2 with No. 37 Tail Unit Plus Fins Stabilising No. 1 Mk. 1 - carriage and release of pairs at speeds up to 390 knots I.A.S. with angles of dive up to 60°.
- (ii) Bombs M.C. 500 lb. Mk. 4 or 9 and Bombs G.P. 500 lb. Mk. 4., all with No. 77 Tail Unit - carriage and release of pairs at speeds up to 390 knots I.A.S., in angles of dive up to 60°.
- (iii) Bombs Practice 25 lb. or 11½ lb., carriage of 8 bombs and release singly or in pairs at speeds up to 390 knots I.A.S. and in angles of dive up to 65°.

(c) Guns.

The use of guns is permitted.

Tests to clear the Mk. 5 G.G.S. installation have not yet been completed.

Until further notice, the removable blast tubes should be examined for damage whenever the guns are fired at speeds exceeding 400 knots I.A.S. below 5,000 ft.

2.5. Radio.

Radio trials are proceeding.

On completion, provisional clearance is given for the use of the V.H.F./ T R. 1936 and Z. B. X.,

2.6. Engine

The normal fuel is to Specification D. Eng. RD/2482/Avtur.

The aircraft may be operated on fuel to Specification D. Eng. RD/2482/Avtur but no tests have yet been made to ascertain the evaporative losses in tropical conditions.

Continued.....

3. Warnings.

A fire hazard exists when any attempt is made to relight the engine in flight and reference should be made to S.F.I.RN.223. Unrestricted relighting may be permitted when airframe Mods.1052, 1054, 3163, 3245 and Grblin Mods. 903,820, 830 are embodied.

Strength of the undercarriage does not permit full Standard A.D.D.L's.

4. Pilots Notes and Loading Data.

Until Pilots Notes are available, reference should be made to A.P.4099 J-P.N., Vampire T.Mk.11 for guidance.

Loading data is given in A.P.4269C Vol. I.

5. Essential modifications are incorporated in the conversion from the T.Mk.11.

Amendments to previous issue are indicated by the marginal lines.

Date	Issue No.	Approved	M.O.S. File Ref.
15.9.53.	1	Rear Admiral C. John D. C. S. (A)	E.15
5.10.53	2	W. B. Axford AD/RDN	E.22

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

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## TECHNICAL NEWS SHEET

SERIES V.

NO. 460



DATE 3.12.53.

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

#### SUB HEADING 14 SERVICES AIRCRAFT.

#### Special Technical Notice/Vampire/11 Undercarriage Selection: Defective.

1. Vampire Mks 5 and 9.
2. A case has been reported on a Venom Mk 1 aircraft where the shackle pin attaching the undercarriage selector lever to the selector valve connecting rod had dropped out making the undercarriage selection inoperative. The shackle pin part number BSS. SP.4Y.B3 is secured by a split pin part number AGS. 784/1.
3. Servicing personnel are advised to check this assembly as soon as possible.
4. The shackle pin should have a clearance to the side of the control box during the full movement of the selector lever and the split pin legs should be correctly and firmly fitted around the shank of the shackle.

NB. A separate Notice has been issued in respect of Venom aircraft.

#### SUB HEADING 7 FUSELAGE ASSEMBLY

- A. Servicing Instruction/Vampire/47  
No.1 Bulkhead Stiffeners: Suspect Spot Welding.
- B. Vampire (T.11) aircraft Serial Nos. XA.109, 111 to 125  
(T.22) (inclusive)  
XD. 375, 378 and 387  
(inclusive)  
WZ. 619 and 620.

Continued.....

C. The spot welding of the four vertical stiffeners of No.1 Bulkhead (Part No.15FS 179A/3) to the bulkhead web is suspect. Where the welding is faulty a heavy landing could cause buckling of the bulkhead.

D.  $\frac{1}{4}$  At or before the next Primary Servicing and whenever a heavy landing has been reported, examine No.1 Bulkhead for signs of buckling pending Repair by De Havilland Working Party.

E. Record on appropriate Forms.

F. Report buckling to R.D.A. (Defects) copy to R.T.O., De Havilland Christchurch, Hants, for C.W.P. action.

G. Nil.

Repair by Contractors Working Party to the standard of R.I.S., 53 and Repair Drawing No.R.15 FS.104 (introducing rivets as additional security) will render further compliance with this S.I. unnecessary.

SUB HEADING 4 CONTROLS FLYING.

SUB HEADING 18 WING ASSEMBLY

A. Special Technical Instruction/Vampire/103  
Dive Brakes: Clearance.

B. Vampire all Marks.

C. Cases have been reported where the dive brake shroud top skin has buckled in flight during the operation of the dive brakes.

D. At or before the next Primary Servicing check the clearance of the dive brake shroud skin at all positions of the dive brakes. The critical position is where the dive brake is opened a linear movement of  $1\frac{1}{4}$ " approximately, measured at the trailing edge. Where the clearance is not .030" the shroud skin and the adjacent skin of the dive brake is to be trimmed off to obtain this clearance.

NOTE: A dimension of .25 inches must be maintained between the edge of the shroud skin and the centre line of its rear row of rivets. The shroud and adjacent dive brake skins may be chamfered at 45° to assist in obtaining the necessary clearance.

E. Record on the appropriate Form.

F. Nil.

G. Nil.

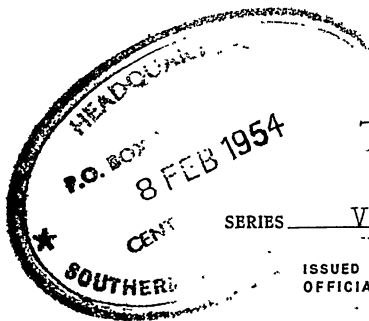
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TECHNICAL NEWS SHEET



SERIES V No 465



DATE 7.1.54.

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  
SUB HEADING 11 ELECTRICAL INSTALLATION.

Special Technical Notice/Vampire/12.  
Junction Box No. 1: Bracket Insecure.

Vampires Mk. 5 and 9.

Cases have been reported where the bottom forward support bracket Part No. N.00647A attached to ferrules at the starboard side of the cockpit by two screws, Part No. AGS.245/12 and locked by shakeproof washers No.1210 has been found insecure.

Units are advised to check the security and correct assembly of this bracket attachment.

SUB HEADING 6 ENGINE INSTALLATION.  
SUB HEADING 7 FUSELAGE ASSEMBLY

Special Technical Notice/Vampire/13  
B.P.C. Total Head Line Water Trap: Icing.

Vampire FB.9 aircraft.

Cases have been reported of engine speed limitations at altitude as the result of ice formation in the B.P.C. total head pipe water trap. This trap is situated on the starboard side of the front of the fuselage and access to it is by the removal of the forward gun blast panel.

2. Units are advised to drain this trap as often as local flying conditions require to prevent it becoming blocked by ice.

SUB HEADING 7 FUSELAGE ASSEMBLY.

(A) Special Technical Instruction/Vampire/106.  
Canopy Dry Air Line: Blockage.

(B) Vampire Mkcs. 3, 5, 9 - Sea Vampire Mkcs. 20, 21.

contd.....

(C) A case has occurred of a canopy disintegration which was considered to have been due to the connection at the canopy for the Silica Gel dry air line being partially blocked.

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

1. Disconnect the rubber hose from the canopy connection and check that the connection is not restricted or damaged.

2. Fit new hose where necessary .

(E) Record on the appropriate form.

(F) NIL

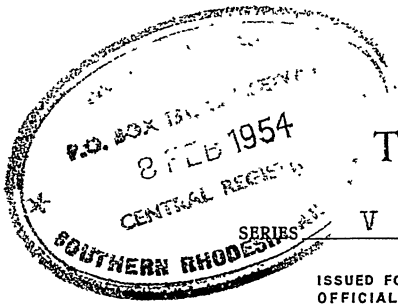
(G) NIL

D.R.D

# DE HAVILLAND SERVICE

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## TECHNICAL NEWS SHEET

V No 466



DATE 7.1.54.

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 Notice/Vampire/7A Fuselage Fuel Tanks: Cracking at Pillar Adaptor Bases

Special Technical Notice/Vampire/7, issued under this Headquarter's reference Vampire/RDA Defects/313 dated 6th August, 1953, is to be amended as follows:-

1. Page 2, Para 2, Lines 4 and 6: Delete "AGS.568F" and substitute "DHS.203F"
2. Page 2, Para 2, Line 5: Delete "AGS.1186/H" and substitute "SP.837/27B"
3. Page 2, Para 2, Line 8: Delete "AGS.1186F" and substitute "SP.837/20B"
4. Page 2, Para 2, Line 10: Delete "AGS.1138H" and substitute "AGS.1138/4"
5. Page 2, Para 2, Line 12: Delete "AGS.1186.H" and substitute "SP.837/24B"
6. Note 3. Delete "1029 (Class C/4)" and substitute "1055".

### SUB HEADING 14 SERVICES AIRCRAFT SUB HEADING 23 INSTRUMENTS

#### Service Instruction/Vampire/20A (Amending Service Instruction/Vampire/20) Chafing of Quinzel 4 Cable, etc.

Service Instruction/Vampire/20, issued under this H.Q.'s reference Vampire RDA Defects/150B dated 21st April, 1951, is to be amended as follows:-

1. Para. (D) Delete existing text and substitute:-  
(D)1 (1) At the next Primary Servicing and subsequent Primary Star Servicing inspect the outer covering for chafing, cracks or cuts.

contd.....

- (2) When chafing has occurred or the outer covering is found cracked or cut, the cable is to be renewed with Quin Pren 6 Spec. EL.1470 length  $2\frac{1}{2}$ " covered with tubing synthetic flexible Stores Ref. 5F/2034, 0.575" i.d. 0.455" o.d.
- 2 (1) At the next and each subsequent Minor Servicing, remove the relevant cables from the aircraft by disconnecting at the leg lock micro switch situated on the radius rod upper link and at the terminal block in the wheel well.
- (2) Slide off the P.V.C. covering from the cable and check the cables for cracks, fracture and continuity. If the cable is found unserviceable replace with Quin Pren 6, replace the P.V.C. covering if required with tubing Synthetic flexible (Para.D.1(2) refers).
- (3) Replace Helsyn sleeves and markers and after assembly onto the aircraft carry out a retraction test".

SUB HEADING 13 RADIO.

Special Technical Instruction/Radio (Airborne Assembly)/38A  
(Amending S.T.I/Radio (Airborne Assembly)/38  
I.F.F. Mk.3 G.R. (A.R.I. 5131) - Receiver, Type R.3121 -  
Prevention of Damage by Fire

S.T.I./Radio (Airborne Assembly)/38 is to be amended as follows:-

Para. (D) Component R.13, Col. 3: Delete  
 "2 x 100 K ohms, 1 watt in parallel" and Insert  
 "47 K ohms, 1 watt".

2. This information was issued previously by M.O.S. Signal 1114/10 June 1953.

SUB HEADING 4 CONTROLS FLYING

H.G

Servicing Instruction/Vampire/39B.  
(Amending Servicing Instruction/Vampire/39 and 39A)  
Rudder Cable Tension.

Servicing Instruction/Vampire/39, issued under this H.Q.'s reference Vampire/RDA Defects/256, dated 18th December, 1952, is to be amended further as follows:-

Para. (B): Add "Sea Vampire T.Mk.22 aircraft".

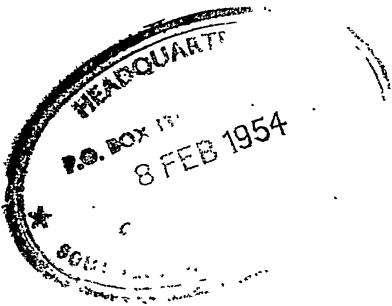
contd.....

SUB HEADING 4 CONTROLS FLYING.

          Servicing Instruction/Vampire/39C  
(Amending Servicing Instruction/Vampire/39)  
          RUDDER CABLE TENSION

Servicing Instruction/Vampire/39 (as amended) issued under this H.Q.'s reference Vampire/RDA Defects/256 dated 18th December 1952, is to be further amended as follows:-

- (1) Para. (D)3. Delete this sub-paragraph.
- (2) Para. (D) Sub-paras. 4 and 5: Re-number "3" and "4" respectively.



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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

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## TECHNICAL NEWS SHEET

SERIES

V

No. 467



DATE

8.15.54

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/42B.  
(Amending Servicing Instruction/Vampire/42 and 42A)  
                  Rudder Control Cables: Fouling by Flame  
                  Switch Mounting Brackets.

S.I./Vampire/42, issued under this H.Q.'s. reference  
Vampire/RDA Defects/275 dated 16th, March, 1953, is to be amended  
further, as follows:-

- (1) Para.(A): Amend title to read "Rudder and  
Aileron Control Cables: Fouling by  
Flame Switch Mounting Brackets."
- (2) Para.(C), Line 1: After "rudder" insert "and  
aileron".

### SUB HEADING 18 WING ASSEMBLY

                  Special Technical Instruction/Vampire/94A  
                  (Amending S.T.I./Vampire/94)  
                  Main Undercarriage Door Lock: Failure.

S.T.I./Vampire/94, issued under this H.Q.'s reference  
Vampire/RDA Defects/309 dated 13th, July, 1953, is to be amended  
as follows:-

1. Para. (B) After "marks" add "with Mod. 818  
embodied".
2. Para. (E)11. After "S.I./Vampire/41" add "and  
S.T.I./Vampire/32".

### SUB HEADING 17 VENTILATION

.....



Special Technical Instruction/Vampire/96A.  
(Amending Special Technical Instruction/Vampire/96)  
Cockpit Air Temperature Control: Re-setting.

Special Technical Instruction/Vampire/96, issued under this H.Q.s reference Vampire/RDA Defects/319 dated 22nd. September, 1953, is to be amended as follows:-

Para (B) Add "and T. Mk. 22 aircraft."

SUB HEADING 8 GENERAL.

Special Flying Instruction TF/588; Amendment.  
Vampire T.11 Aircraft: Spinning.

Special Flying Instruction TF/588 issued under this Headquarter's reference Vampire/R.D.A.Defects/325 dated 7th, October, 1953 is to be amended, as follows:-

(1) Renumber existing Para. 2 as "3".

(2) Add new paragraph 2:-

"2. The minimum height of entry to practice spins is 20,000 feet."

*Fals*

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. 467

Iss. 2



DATE 4. 3. 55.

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

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

SERVICING INSTRUCTION/VAMPIRE/42B.  
(AMENDING SERVICING INSTRUCTION/VAMPIRE/42 AND 42A).  
RUDDER CONTROL CABLES: FOULING BY FLAME  
SWITCH MOUNTING BRACKETS.

S.I./Vampire/42, issued under this H.Q.'s reference Vampire/RDA Defects/275 dated 16th March 1953, is to be amended further, as follows:-

1. Para. (A): Amend title to read "Rudder and Aileron Control Cables: Fouling by Flame Switch Mounting Brackets."
2. Para. (C); line 1: After "rudder" insert "and aileron".

*action.*  
*Amended by AS/S*  
*42B.*

SUB HEADING 17 VENTILATION AND CABIN HEATING.

SPECIAL TECHNICAL INSTRUCTION/VAMPIRE/96A.  
(AMENDING SPECIAL TECHNICAL INSTRUCTION/VAMPIRE/96).  
COCKPIT AIR TEMPERATURE CONTROL: RE-SETTING.

Special Technical Instruction/Vampire/96, issued under this H.Q.'s reference Vampire/RDA Defects/319 dated 22nd September 1953, is to be amended as follows:-

Para. (B) Add "and T.MK.22 aircraft".

*check & action*  
*action*  
*Pl.*

SUB HEADING 8 GENERAL.

SPECIAL FLYING INSTRUCTION TF/588: AMENDMENT.  
VAMPIRE T.11 AIRCRAFT: SPINNING.

Special Flying Instruction TF/588 issued under this Headquarter's reference Vampire/RDA Defects/325 dated 7th October 1953 is to be amended, as follows:-

*S/L Wilson taking action*  
*tbl.*

*check with*  
*S/LDR*  
*D/M Whyte*

Continued.....

1. Re-number existing Para.2 as "3".
2. Add new paragraph 2:-
  - "2. The minimum height of entry to practice spins is 20,000 feet."

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DE HAVILLAND SERVICE  
AIRSPEED DIVISION

CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE  
CHRISTCHURCH 1600

CABLES  
HAVILLAND TELEX CHRISTCHURCH

TELEX  
CHRISTCHURCH 41-536

TECHNICAL NEWS SHEET

SERIES V

No 467

Issue 3

DATE 26.2.1958



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

*Issued w/o  
V 3-2-09  
but  
Cancelled  
by AL 209*

This Technical News Sheet cancels and supersedes Issue 2 dated 4.3.55,  
which contained the following items :-

Servicing Instruction/Vampire/42B - this has now been transferred to T.N.S  
V.390, issue 2, and included in the revised text of S.I./Vampire/42.

Special Flying Instruction TF/588 (amendment)-this was cancelled by  
the TF Series Review, dated 13.4.1954, and is now deleted.

Special Technical Instruction/Vampire/96A - this is published below,  
S.T.I./Vampire/96 having been transferred to this news sheet from T.N.S.  
V.449, issue 1. The last amendment to this instruction was dated 28.20.53.

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

COCKPIT AIR TEMPERATURE CONTROL : RE-SETTING

Vampire Marks 11 and 55.  
Sea Vampire Mark 22.

Cases have been reported where it is not possible to obtain the  
correct range of air temperature control in the cockpit. This is due  
to the handwheel being incorrectly marked, and, therefore, incorrect  
setting of the cams.

At or before the next Primary Star Servicing the following procedure is  
recommended :

1. Remove the air temperature control handwheel from the cockpit  
and erase only the present cold and hot markings from it.
2. Re-mark the rim periphery and inside as indicated in Drg.R.15V.101.
3. Refit the handwheel and set in the fully "OFF" position, i.e. with  
the "OFF" marking against the top stop.

Continued...

4. Remove the cams from the control valve that is mounted on the port upper engine bearer.
5. Re-assemble the hot air cam (forward cam identified by its lateral scribe line as shown at 'A') so that this line is vertical and in line with the stem of the operating valve (see "X" on attached drawing for this position).
6. With the hot air cam in this position adjust the end cap on the valve stem, so that there is a clearance of 0.01 in. between the cam and the end cap after this adjustment.
7. Re-assemble the cold air cam (rear cam identified by its longitudinal scribe line as shown at 'B') so that this scribe line is in line with the stem of the operating valve (see "X" on the attached drawing for this position).
8. With the cold air cam in this position, adjust the end cap on the valve stem so that there is a permanent minimum "lift" of 0.005 in. by the cam. Tighten the lock-nut on the end cap after this adjustment.
9. With the settings given in paras. 6 and 8 the relative position of the handwheel and cams will be as shown at "X". With the progressive movement of the handwheel its succeeding positions will produce the other cam position illustrated.

Record on the appropriate form.

Future production will satisfy this requirement.

This information has been issued by the Ministry of Supply as Special Technical Instruction/Vampire/96, as amended by 96A.

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DE HAVILLAND SERVICE  
AIRSPEED DIVISION

CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE CHRISTCHURCH 1600  
TELEGRAMS HAVILLAND TELEX CHRISTCHURCH

TECHNICAL NEWS SHEET

SERIES V. No. 469

Issue 2 DATE 27.2.1958



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

This Technical News Sheet cancels and supersedes Issue 1 dated 19.1.1954.

The following alterations have been made to the information contained in Issue 1 of this news sheet :-

1. Special Technical Instruction/Vampire/109 has been amended in accordance with S.T.I./Vampire/109A, which was originally published on T.N.S. V.490, issue 1. The last amendment to this instruction was dated 3.5.1954.
2. Special Technical Instruction/Vampire/110 (Correction), which was originally published on T.N.S. V.504, issue 1. The last amendment to this instruction was dated 24.6.54.

The other information on this news sheet remains unaltered and the drawings should be retained.

*S.T.S.O. Comments please*

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

Special Technical Notice/Vampire/14.  
Control Column Grips: Rigging.

Vampire T.11 and Sea Vampire T.22.

Cases have been reported where Service Units have received aircraft with control column grips rigged 1.3" to starboard with ailerons at neutral and have re-rigged the grips in accordance with A.P.4099J. Volume 1, Section 3, Chapter 4, which states that the grips should be vertical when ailerons are at neutral.

Service personnel are requested to note that the present instruction in the A.P. is not correct and that column grips should be rigged to starboard 1.3". This setting was a basic design requirement to improve the Pilot's vision of the G.4 compass. Instructions are being amended in AP.4099, Vol. 1, Section 3, Chapter 4, Para.5. to explain that the 1.3" setting can be obtained by rigging the sprocket chains as detailed in the A.P. and then adjusting the tie rods to give correct setting - ensuring that the locking plate 15.Y.33A is in position before adjustment is made.

Continued.....

SUB HEADING 12 FUEL SYSTEM.

Already issued  
V3 - 2 - 84

Special Technical Instruction/Vampire/107.  
Tank Booster Pump Drain Pipe Position.

Vampire Marks 1, 3, 5, 6, 9, 10, 11, 50, 52, 52A, 54, 55, 55A.  
Sea Vampire Marks 20, 21, 22.

Cases have been reported of the fuel tank booster pump drain pipe not emerging below the level of the cannon bay doors and not being cut off at an angle which faces aft. The pipe is secured to the bottom of the forward face of the fireproof bulkhead and provides a common drain with the main tank filler neck drain which comes from the base of the tank.

At or before the next Primary Star Servicing proceed as follows :-

1. Inspect the drain pipe and ensure that its end is cut off at a 45° angle with the angle facing aft and that approximately  $\frac{1}{8}$ " of plain portion of pipe above the angle emerges below the level of the gun bay doors.
2. Where necessary change the pipe.

Record on the appropriate Form.

SUB HEADING 14 SERVICES AIRCRAFT.  
SUB HEADING 16 UNDERCARRIAGE.

Special Technical Instruction/Vampire/109A.  
Nosewheel Jack Flexible Pipes : Chafing.

Already issued  
V3 - 2 - 86

Vampire Marks 11 and 55.  
Sea Vampire Mark 22.

Cases have been reported where the hydraulic nosewheel jack flexible down line pipe Part No. AIR. 56286-15S has been chafed by the split pin securing the pin through the radius rod kidney slot. (The 'up' line pipe is Part No. AIR. 56286/120.).

Part 1.

Immediately on receipt of this instruction examine the flexible pipes to the nosewheel jack. Replace any damaged pipe in accordance with procedure laid down in AP.4099J, Volume 1, Section 3, Chapter 6.

2. Wrap both pipes with Empire tape and secure the tape with waxed cord. Lash both pipes lightly together at the position where the bracket is shown on the attached drawing R.15.S.108 ensuring the down line pipe

Continued....

is as far outboard as possible.

3. Check that the split pin fitted on the outboard side of the pin through the kidney slot has its legs fitted firmly around the periphery of the pin's collar.

PART 2.

1. As soon as convenient and not later than the Next Minor Servicing refer to the attached drawing No. R. 15. S. 108 and carry out the following work.
2. Manufacture the bracket as detailed.
3. Remove the false floor beneath the port control column.
4. Position the bracket over the pipes to the fairing. The pipes should move freely in the bracket. The dimensions  $4\frac{1}{2}$ " and  $2\frac{1}{2}$ " are quoted to miss the rivetted structure when drilling.

The following alterations should be made to Drawing R. 15. S. 108.:

- (a) Dimensions at top centre : Delete " $5\frac{1}{2}$ " and insert  $4\frac{1}{2}$ "  
Delete " $4\frac{3}{4}$ " and insert  $2\frac{1}{2}$ ".
  - (b) Sketch of Bracket in fitted position: Insert new horizontal dimensions " $1\frac{1}{8}$ " between RH. attachment bolt and double lines which are the forward edge of the well.
  - (c) Detail of Bracket, Side Elevation: Delete " $\frac{1}{2}$ " and substitute " $2$ ".
  - (d) Drawing No. Insert above "R. 15. S. 108" "Amended by STI/Vampire/109A.
5. Drill the fairing in conjunction with the bracket and attach the bracket as detailed on the drawing.
  6. Check the decking for cleanliness and refit the false floor.

Record on appropriate form as "Pt. 1" or "Part 2" of S.T.I./Vampire/109A, as appropriate.

Modification action is being introduced to incorporate a bracket similar to the action detailed on this S.T.I.

Continued. . . .



SUB HEADING 7 FUSELAGE ASSEMBLY.  
SUB HEADING 19 GROUND EQUIPMENT.

Special Technical Instruction/Vampire/110 (Corrected)  
Slings Gear : Inability to fit to Front Attachments.

Comments on  
Not Issued - Satisfied  
before  
receipt into  
R.R.A.F.

Vampire Marks 41 and 55.  
Sea Vampire Mark 22.

Cases have been reported of the difficulty of fitting the two slinging attachment bars Pt. No. 13.Y.275 (introduced by Mod.Vam.3171) to the front fuselage attachments situated forward of the front windscreen. This is due to the fuselage shell cut-aways not lining up with the bulkhead No. 1 top hat section into which the bar should slide, and also due to the shear pins in the Chobert rivets which are rivetted through both sides of the top hat section being too long and thereby fouling the attachment bar.

At the next convenient opportunity and not later than the next Intermediate Servicing, proceed as follows :-

1. Remove the two front slinging attachment access panels Pt. No. 15.F.1287. With the aid of the attached drawing R. 15.Y. 101 which shows dimensions of the slinging attachment bar, ensure adequate clearance of the fuselage attachments to enable this bar to be fitted.
2. In order to do this, the hole in the fuselage shell may have to be cut away to square up with the top hat section on Bulkhead No. 1. If this is done replace the madapollam covering the cut-away area.
3. If the shear pins Pt. No. K4/PD through the chobert rivets Pt.No. TK4/SNA ( $\frac{1}{8}$ " dia. x  $\frac{1}{4}$ " long) protrude and are likely to foul the attachment bar, file the shear pins flush with the rivets. In cases where a round headed screw is used inside the top hat section, file off the head sufficiently to enable fitment of the sling attachment bar.

Record on the appropriate Form.

SUB HEADING 18 WING ASSEMBLY.  
SUB HEADING 24 REPAIR SCHEMES.

Wing Skin Distortion - Re-issue of Data.

The attached Repair Instruction Sheet No. 34, issue 4, cancels issue 3 which was enclosed with Technical News Sheet V. 457. Drawing ROOD.383 (issue 3), which is referred to in Drawing ROOD.324 of Technical News Sheet V.457, is also attached herewith.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V No 469



DATE 19.1.54.

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.

Special Technical Notice/Vampire/14.  
Control Column Grips: Rigging.

*B/F.*

1. Vampire T.11 and Sea Vampire T.22.
2. Cases have been reported where Service Units have received aircraft with control column grips rigged 1.3" to starboard with ailerons at neutral and have re-rigged the grips in accordance with A.P.4099J. Volume 1, Section 3, Chapter 4., which states that the grips should be vertical when ailerons are at neutral.
3. Service personnel are requested to note that the present instruction in the A.P. is not correct and that column grips should be rigged to starboard 1.3". This setting was a basic design requirement to improve the pilot's vision of the G.4 compass. Instructions are being amended in AP.4099, Volume 1, Section 3, Chapter 4, Para.5. to explain that the 1.3" setting can be obtained by rigging the sprocket chains as detailed in the A.P. and then adjusting the tie rods to give the correct setting - ensuring that the locking plate 15.Y.33A is in position before adjustment is made.

SUB HEADING 12 FUEL SYSTEM.

(A) Special Technical Instruction/Vampire/107  
Tank Booster Pump Drain Pipe Position.

(B) Vampire Aircraft all Marks.

*V613:2: DA*



- (C) Cases have been reported of the fuel tank booster pump drain pipe not emerging below the level of the cannon bay doors and not being cut off at an angle which should face aft. The pipe is secured to the bottom of the forward face of the fireproof bulkhead and provides a common drain with the main tank filler neck drain which comes from the base of the tank.

Contd.....

(D) At or before the next primary star servicing proceed as follows:

1. Inspect the drain pipe and ensure that its end is cut off at a 45° angle with the angle facing aft and that approximately 1/8" of plain portion of pipe above the angle emerges below the level of the gun bay doors.

2. Where necessary change the pipe.

(E) Record on the appropriate Form.

(F) Nil.

(G) Nil.

SUB HEADING 14 SERVICES AIRCRAFT.

SUB HEADING 16 UNDERCARRIAGE.

(A) Special Technical Instruction/Vampire/109  
Nosewheel Jack Flexible Pipes: Chafing.

*Vol 3:2:DL*

(B) Vampires iks. 11 and 22.

(C) Cases have been reported where the hydraulic nosewheel jack flexible down line pipe Part No. AIR.56286-15S has been chafed by the split pin securing the pin through the radius rod kidney slot. (The 'up' line pipe is Part No. AIR.56286/120).

(D) PART 1.

Immediately on receipt of this instruction examine the flexible pipes to the nosewheel jack. Replace any damaged pipe in accordance with procedure laid down in AP.4099J Vol. 1, Sect.3, Chap.6.

2. Wrap both pipes with Empire tape and secure the tape with waxed cord. Lash both pipes lightly together at the position where the bracket is shown on the attached drawing R.15.S.108 ensuring the down line pipe is as far outboard as possible.

3. Check that the split pin fitted on the outboard side of the pin through the kidney slot has its legs fitting firmly around the periphery of the pin's collar.

PART 2.

1. As soon as convenient and not later than the Next Minor Servicing refer to the attached drawing No. R. 15.S.108 and carry out the following work.

Contd.....

2. Manufacture the bracket as detailed.
  3. Remove the false floor beneath the port control column.
  4. Position the bracket over the pipes to the fairing. The pipes should move freely in the bracket. The dimensions  $5\frac{1}{2}$ " and  $2\frac{3}{4}$ " are quoted to miss the rivetted structure when drilling.
  5. Drill the fairing in conjunction with the bracket and attach the bracket as detailed on the drawing.
  6. Check the decking for cleanliness and refit the false floor.
- (E) Record on appropriate form as "Pt. 1" or "Pt. 2" as appropriate.
- (F) Nil.
- (G) Modification action is being introduced to incorporate a bracket similar to the action detailed on this S.T.I.

SUB HEADING 7 FUSELAGE ASSEMBLY.SUB HEADING 19 GROUND EQUIPMENT.

- (A) Special Technical Instruction/Vampire/110.  
Slings Gear: Inability to fit to Front Attachments. B/F
- (B) Vampire T. 11 and Sea Vampire T. 22.
- (C) Cases have been reported of the difficulty of fitting the two slinging attachment bars Pt. No. 13Y.275 (introduced by Mod. Vam. 3134) to the front fuselage attachments situated forward of the front windscreen. This is due to the fuselage shell cut-aways not lining up with bulkhead No.1 top hat section into which the bar should slide, and also due to the shear pins in the chobert rivets which are rivetted through both sides of the top hat section being too long and thereby foul the attachment bar.
- (D) At the next convenient opportunity and not later than the next Intermediate Servicing, proceed as follows:-
1. Remove the two front slinging attachment access panels Pt. No. 15.F.1287. With aid of the attached Drg. No. R.15Y.101 which shows dimensions of the slinging attachment bar; ensure adequate clearance of the fuselage attachments to enable this bar to be fitted.

Contd.....

2. In order to do this, the hole in the fuselage shell may have to be cut away to square up with the top hat section on Bulkhead No. 1. If this is done replace the madapollam covering the cut-away area.

3. If the shear pins Pt. No. K4/PD through the Chobert rivets Pt. No. TK4/SNA ( $\frac{1}{8}$ " dia. x  $\frac{1}{4}$ " long) protrude and are likely to foul the attachment bar, file the shear pins flush with the rivets. In cases where a round headed screw is used inside the top hat section, file off head sufficiently to enable fitment of sling attachment bar.

(E) Record on appropriate form.

(F) Nil.

(G) Nil.

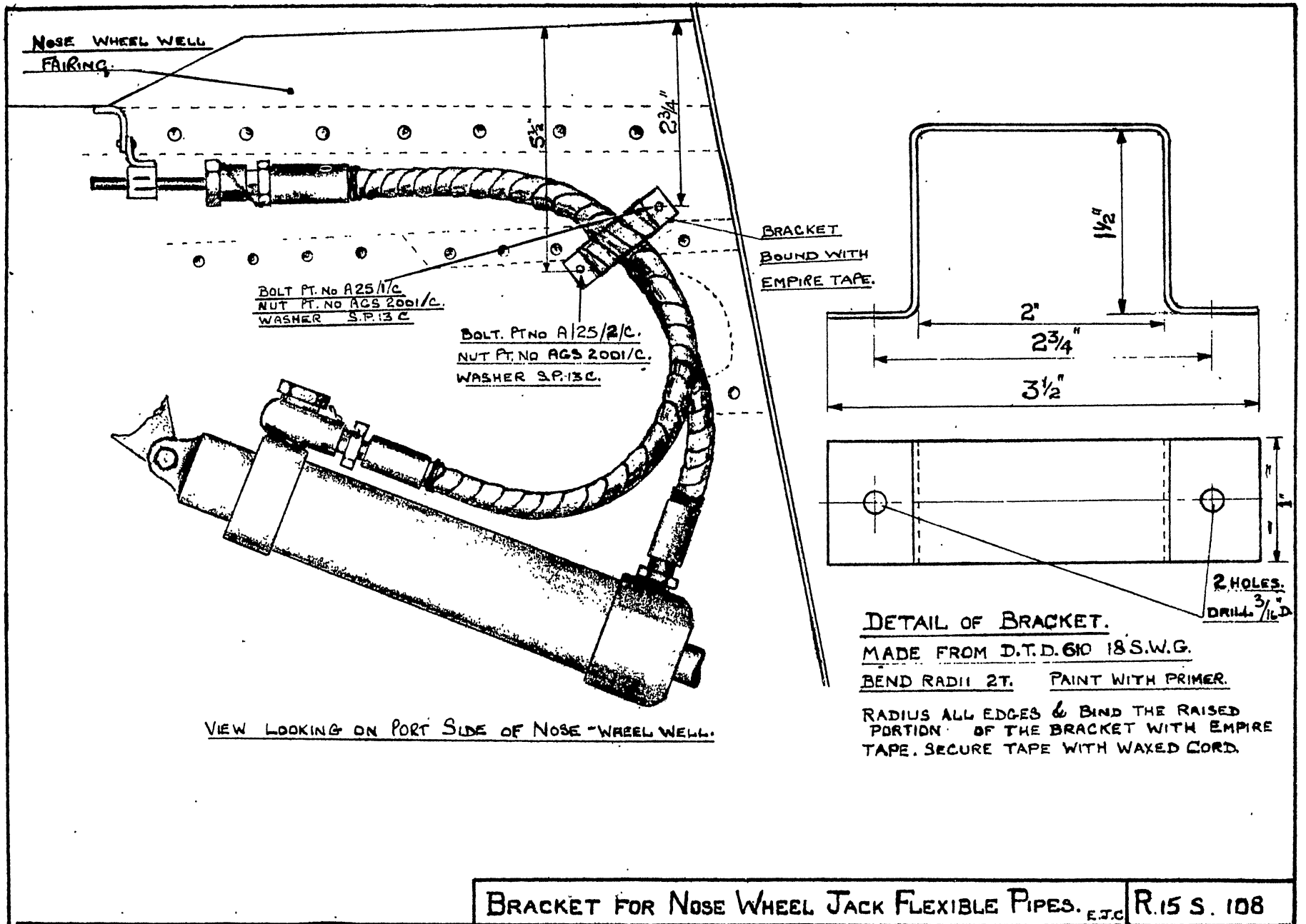
SUB HEADING 18 WING ASSEMBLY.

SUB HEADING 24 REPAIR SCHEMES.

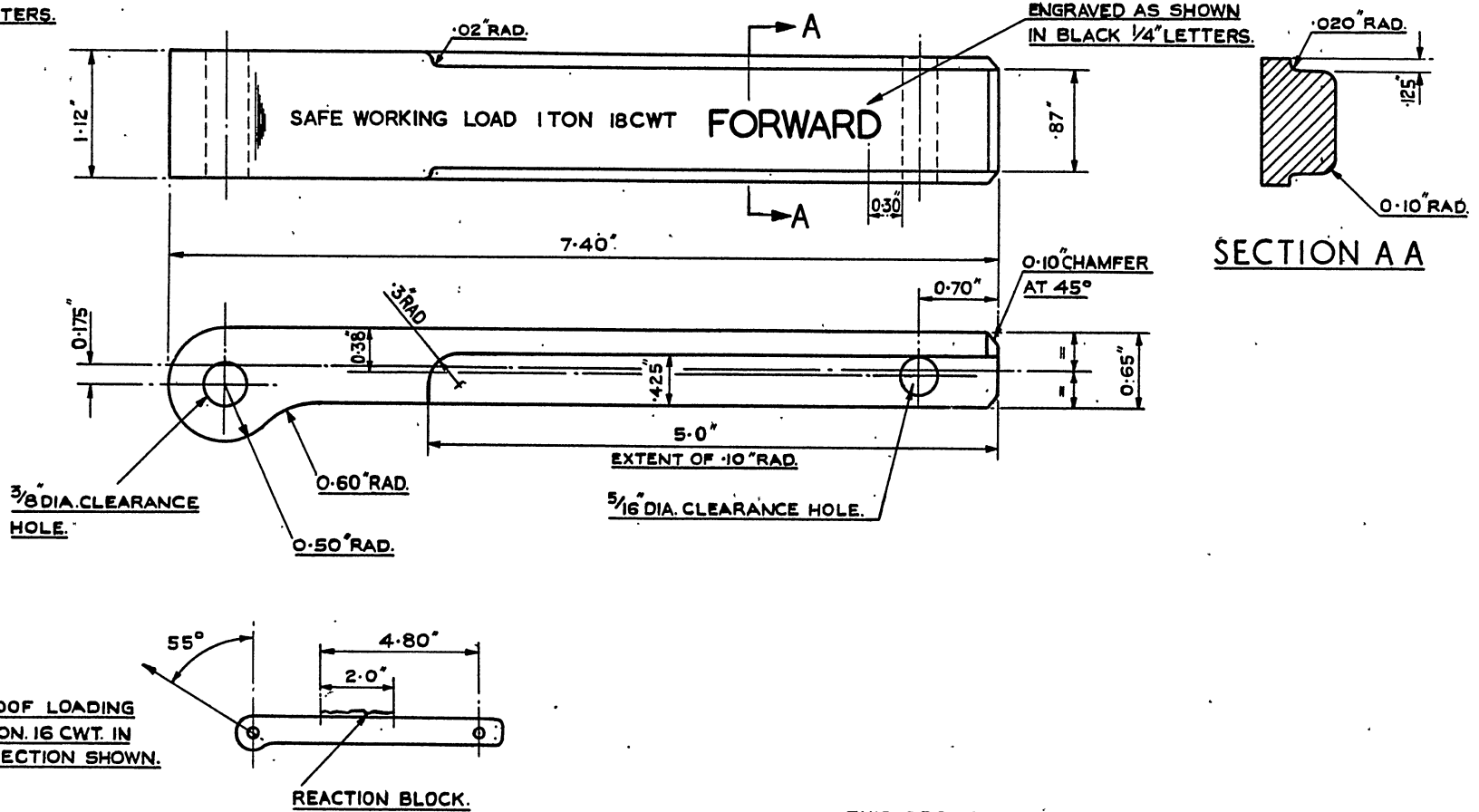
Wing Skin Distortion - Re issue of Data.

The attached Repair Instruction Sheet No. 34 issue 4, cancels issue 3 which was enclosed with Technical News Sheet V.457. Drawing ROOD.383 (Issue 3), which is referred to in Drawing ROOD. 324 of Technical News Sheet V.457, is also attached herewith.

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SAFE WORKING LOAD TO BE  
 ENGRAVED AS SHOWN IN BLACK  
 1/8" LETTERS.



THIS DRG. IS IDENTICAL TO 13 Y 275.

ATTACHMENT BAR. (SLINGING GEAR.)	R15 Y 101.
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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES \_\_\_\_\_ V. \_\_\_\_\_ No. 470  DATE 2.2.54.

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.

Special Technical Notice/Vampire/15.  
U/C Jack Top Attachment Bolts: Shearing.

*Mod 3153 incorporated 100, 101, 102, 103.*

Herewith extracts from Air Ministry postagram ref. A.154016/52/Air Eng. 1(b) dated 23rd December, 1953 for information and action where necessary:-

1. Servicing Instruction/Vampire/30 dated 8th February, 1952 calls for an examination at each Minor Servicing of the main undercarriage jack top attachment bolts.
2. Modification Vampire 3153, 'To introduce stronger main undercarriage jack top pin', renders compliance with S.I./Vampire/30 no longer necessary: it is classed C/3.
3. Defects concerning the unmodified bolts are still being reported and it is therefore strongly recommended that modification Vampire 3153 be embodied by all concerned as soon as possible: the leaflet has been issued and sets are available.

SUB HEADING 4 CONTROLS FLYING.

*Vol 3:2:17.*

- A. Special Technical Instruction/Vampire/108  
Bolt in Flying Control Elliptical Pulleys: Security
- B. Vampire all marks.
- C. Cases have been reported where the countersunk bolt Pt.No.AS.1882/9E which is screwed into and peened to the rudder elliptical pulley in the port and starboard booms had dropped out, causing a restriction in the rudder controls. This was due to the threads into which the bolt is screwed being damaged by taking out the bolt without first removing all the burr which locks the bolt to the pulley. Thus any bolt which is fitted after threads are damaged will be insecure.

Continued. . . .

D. Immediately on receipt of this instruction examine the bolt Pt.No. AS.1882/9E for security at the rudder and elevator elliptical pulleys.

1. Where a bolt is found loose, remove the pulleys as for a cable change and proceed as follows:-
2. Remove completely all burr which locks the bolt to the pulley.
3. Unscrew the bolt and examine the threads in the pulley for damage.
4. Where threads are damaged, the pulley must be replaced.
5. Screw in a new bolt Pt.No.AS.1882/9E and file off until  $1\frac{1}{2}$  threads remain proud of the pulley.
6. Burr over the bolt with a flat punch on one side only, care being taken not to damage the pulley.
7. Refit the pulleys, connect the cables and rig in accordance with the relevant A.P. Check the controls for safety, locking and freedom of movement.

E. Record on appropriate form.

F. Nil.

G. Nil.

#### SUB HEADING 7 FUSELAGE ASSEMBLY

A. Special Technical Instruction/Vampire /111 N/A.  
Canopy Hatch Locking Mechanism: Adjustment.

B. Vampire N.F.10 Post Mod. 3125.

C. It has been reported that dependant upon how the canopy escape hatch locking mechanism is adjusted, the side latches may release during jettison before the rear hinge trunnions are free. Such a sequence alters the flight path of the free hatch and it may collide with the rear of the aircraft. The object of this instruction is to detail the re-adjustment of this mechanism to ensure that the correct sequence of operations takes place.

Continued.....

D. On receipt of this instruction, proceed as follows:-

1. Release hydraulic pressure in the accumulator.
2. Refer to AP.4099 H, Vol.1, Sec. 3, Chap. 1, Fig.3. and carry out the following adjustment.
3. Shorten the length of the side latch connecting rods (B and C of Drawing R 12 FC 102 attached) to the shortest length that can be obtained without affecting the correct fully locked position of the side latches. This adjustment may slightly offset the side latches in the unlocked position, but provided the hatch is freed, this is acceptable. Adjustment of these rods is to be to an equal amount on each to maintain the same relative movement between the port and starboard latches.
4. Lower the hatch and check that in the locked position the latches are fully locked in relation to the canopy, that is with the latches at right angles to the centre line of the aircraft.
5. With the canopy locked, operate the jettison selector and pump until the side latches are just free. At this point raise the hatch and scribe a line across the side of the fixed canopy and one of the forward latch connecting rods. (See Drawing attached).
6. Reset the jettison selector.
7. With the hatch raised and supported by two persons, one on each side, and applying an upward pressure, re-lock the mechanism, operate the jettison selector and pump slowly. The rear hinge trunnions should become free before the lines scribed on the canopy and connecting rod coincide. If this condition is not obtained, shorten the adjustable link (A) 13. FC.1419 between the jettison jack bell crank and the hinge trunnion locking operating rod until this condition is obtained. Note: To achieve this, and retain the locknut, it may be necessary to reduce the length of the male and female threads on the adjustable link by a maximum of  $\frac{1}{8}$ " on each.
8. Do not shorten the adjustable link beyond that necessary to give the required condition as excessive shortening will detrimentally affect the locked position of the hinge trunnions.
9. Checking that the hinge trunnions are freed first must be done as described and not with the hatch in the secured position, as this may be misleading.

Continued.....

10. Carry out a trial jettison to check that the hatch is freed.
11. Re-lock all disturbed adjustments, re-set the selector and check that it is fully down by observing that the jack does not creep during engine run.

E. Record on appropriate form.

F. Nil.

G. Nil.

On some aircraft the link 13.FC.1419 will be of an early issue and non-adjustable. This must be changed for the adjustable type, which is the same part number.

SUB HEADING 15 TAIL UNIT ASSEMBLY.

SUB HEADING 23 INSTRUMENTS.

A. Special Technical Instruction/Vampire/112.  
A.S.I. Pipes: Chafing

1613:2:08

B. Vampire Aircraft, all Marks.

C. Cases have been reported of leaking A.S.I. systems, due to the chafing of the A.S.I. pipes by the elevator torque tube and its rivets. These pipes are closely contoured to maintain clearance at the point where the run between the fin post and the elevator torque tube, thus any disturbance of these pipes from the initial assembly position can result in a foul.

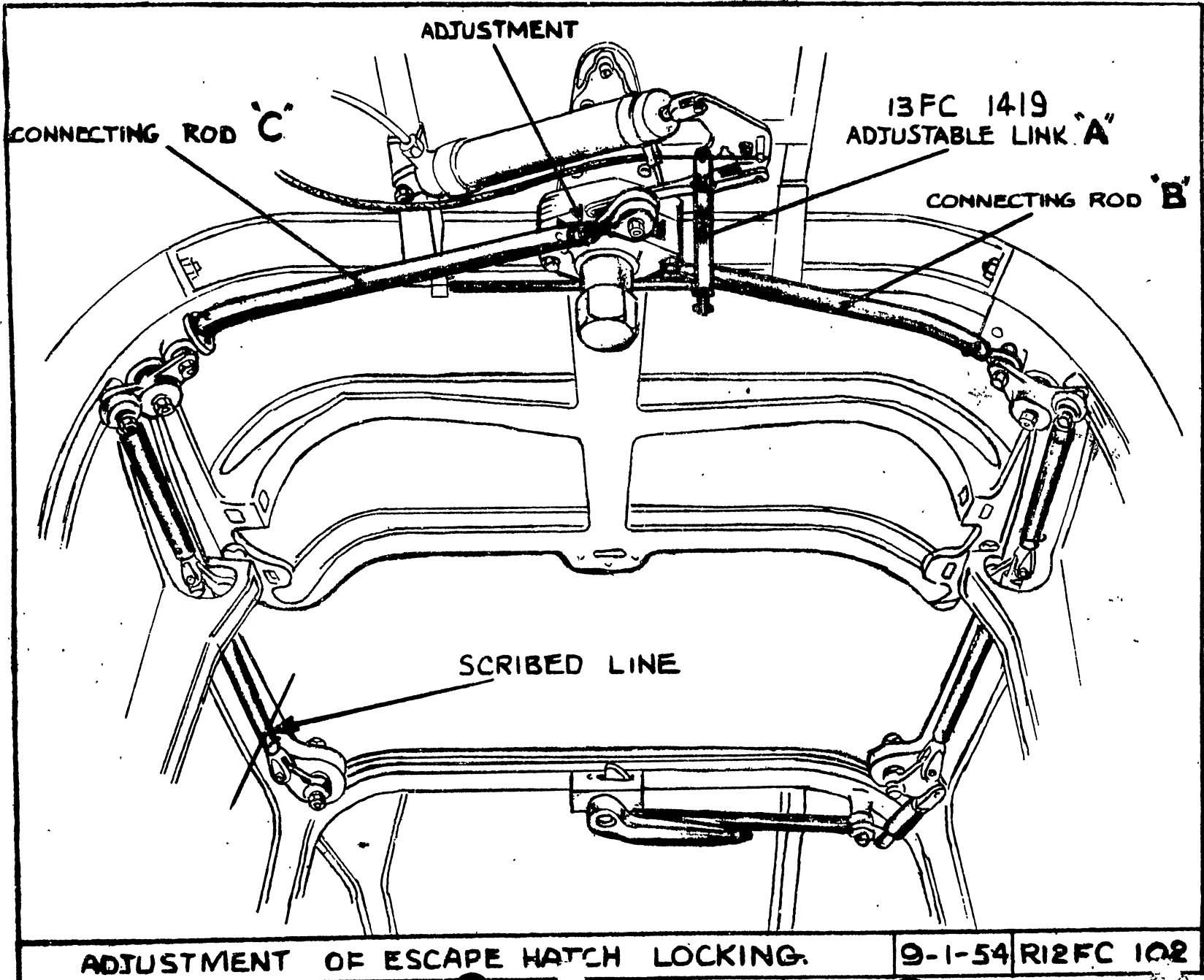
D. At the next removal of the port boom rear fairing and not later than the next Primary Star Servicing, check for a foul between the elevator torque shaft and the A.S.I. pipes throughout the full range of elevator movement.

1. Where a major foul is experienced causing damage to the pipe or pipes, the replacement of any pipe will necessitate the removal of the rudders and elevator for access.
2. Replace any damaged pipe, carefully positioning the new pipe to ensure clearance to the torque tube and its rivets. Slight additional bending of the pipes to give additional clearance is permissible, care being exercised not to kink the pipes. The pipes should be firmly secured through the fibre clamp at the lower end of the fin post by binding the pipes with Empire tape if necessary at this point. This will assist in the rigidity of the pipes. It is advised that the pitot head heater cable be lashed inboard of the pipes.

Continued.

- 3. Test the A.S.I. system for restriction and leaks.
- 4. Refit all components which have been removed.
- E. Record on appropriate form.
- F. Nil.
- G. Nil.

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# DE HAVILLAND SERVICE

AIRSPPEED DIVISION

CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE  
CHRISTCHURCH 1600

CABLES  
HAVILLAND TELEX CHRISTCHURCH

TELEX  
CHRISTCHURCH 41-536

## TECHNICAL NEWS SHEET

SERIES V

No. 470

Issue 2 DATE 27.2.1958



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

This Technical News Sheet cancels and supersedes Issue 1 dated 2.2.54.

The following alterations have been made to the information published on Issue 1 of this news sheet :-

1. Special Technical Instruction/Vampire/108 - a correction ( not previously issued on T.N.S. ) has been incorporated. This correction was issued on 11.2.54 and is the latest amendment.
2. Special Technical Instruction/Vampire/111 - this has been amended in accordance with S.T.I./Vampire/111A, which was originally issued on T.N.S. V. 504, issue 1. The last amendment to this instruction was dated 19.6.54.

The other information on this news sheet remains unchanged. The drawing R. 12, FC. 102, should be retained.

VAMPIRE AIRFRAME, GENERAL CIRCULATION  
SUB HEADING 16 UNDERCARRIAGE.

Special Technical Notice/Vampire/15.  
U/C Jack Top Attachment Bolts: Shearing.

*all <sup>Mod</sup> 9/8 have "3153 embodied"*

Herewith extracts from Air Ministry postagram ref. A. 154016/52/  
Air Eng. 1(b) dated 23rd December, 1953, for information and action where necessary:-

1. Servicing Instruction/Vampire/30 dated 8th February, 1952 (on T.N.S. V.299) calls for an examination at each Minor Servicing of the main undercarriage jack top attachment bolts.
2. Modification Vampire 3153, 'To introduce stronger main undercarriage jack top pin', renders compliance with S.I./Vampire/30 no longer necessary: it is classed C/3.
3. Defects concerning the unmodified bolts are still being reported and it is therefore strongly recommended that modification Vampire 3153 be embodied by all concerned as soon as possible: the leaflet has been issued and sets are available.

Continued...

all RRAF <sup>A</sup> = satisfied

SUB HEADING 4 CONTROLS FLYING.

Special Technical Instruction/Vampire/108 (Corrected)  
Bolt in Flying Control Elliptical Pulleys : Security

Vampire marks 1, 3, 5, 6, 9, 10, 11, 50, 52, 52A, 54, 55, 55A.  
Sea Vampire marks 20, 21, 22.

Cases have been reported where the countersunk bolt Pt.No. AS. 1882/9E which is screwed into and peened to the rudder elliptical pulley in the port and starboard booms had dropped out, causing a restriction in the rudder controls. This was due to the threads into which the bolt is screwed being damaged by taking out the bolt without first removing all the burr which locks the bolt to the pulley. Thus any bolt which is fitted after threads are damaged will be insecure.

Immediately on receipt of this instruction examine the bolt Pt.No. AS. 1881/9E for security at the rudder and elevator elliptical pulleys.

1. Where a bolt is found loose, remove the pulleys as for a cable change and proceed as follows.
2. Remove completely all burr which locks the bolt to the pulley.
3. Unscrew the bolt and examine the threads in the pulley for damage.
4. Where threads are damaged, the pulley must be replaced.
5. Screw in a new bolt Pt.No. AS. 1882/9E (28D/9606) or AS. 1242/9E (28D/8329) and file off until  $1\frac{1}{2}$  threads remain proud of the pulley.
6. Burr over the bolt with a flat punch on one side only, care being taken not to damage the pulley.
7. Refit the pulleys, connect the cables and rig in accordance with the relevant A.P. Check the controls for safety, locking and freedom of movement.

Record on the appropriate form.

N/A RRAF

SUB HEADING 7 FUSELAGE ASSEMBLY.

Special Technical Instruction/Vampire/111A  
Canopy Hatch Locking Mechanism: Adjustment

Vampire Marks 10 and 54 with Mod. 3125 (improvements to jettison arrangements) embodied.

Continued....



It has been reported that dependant upon how the canopy escape hatch locking mechanism is adjusted, the side latches may release during jettison before the rear hinge trunnions are free. Such a sequence alters the flight path of the free hatch and it may collide with the rear of the aircraft. The object of this instruction is to detail the re-adjustment of this mechanism to ensure that the correct sequence of **operations** takes place.

On receipt of this instruction the following procedure is recommended :-

1. Release hydraulic pressure in the accumulator.
2. Refer to AP.4099 H, Vol. 1, Sec. 3, Chap. 1, Fig. 3 or Vampire Night Fighter Maintenance and Repair Manual and carry out the following adjustment.
3. Shorten the length of the side latch connecting rods ( B and C of Drawing R.12.FC.102 attached) to the shortest length that can be obtained without affecting the correct fully locked position of the side latches. This adjustment may slightly offset the side latches in the unlocked position, but provided the hatch is freed, this is acceptable. Adjustment of these rods is to be to an equal amount on each to maintain the same relative movement between the port and starboard latches.
4. Lower the hatch and check that in the locked position the latches are fully locked in relation to the canopy, that is with the latches at **right angles** to the centre **line** of the aircraft.
5. With the canopy locked, operate the jettison selector and pump until the side latches are just free. At this point raise the hatch and scribe a line across the side of the fixed canopy and one of the forward latch connecting rods. (See Drawing attached).
6. Reset the jettison selector.
7. With the hatch raised and supported by two persons, one on each side, and applying an upward pressure, re-lock the mechanism, operate the jettison selector and pump slowly. The rear hinge trunnions should become free before the lines scribed on the canopy and connecting rod coincide. If this condition is not obtained, shorten the adjustable link (A) 13.FC.1419 between the jettison jack bell crank and the hinge trunnion locking operating rod until this condition is obtained. Note: To achieve this, and retain the locknut, it may be necessary to reduce the length of the male and female threads on the adjustable link by a maximum of  $\frac{1}{8}$ " on each.

Continued...

8. Do not shorten the adjustable link beyond that necessary to give the required condition as excessive shortening will detrimentally affect the locked position of the hinge trunnions.
9. Inspect the adjustable fork end of the link 13.FC. 1419 to ensure that there is at least "100 section of material between the base of the milling between the two lugs and the shank. Cases have been found where the milling has been taken too deep leaving insufficient material for safety. Defective items are to be changed.
10. Checking that the hinge trunnions are freed first must be done as described and not with the hatch in the secured position, as this may be misleading.
11. Carry out a trial jettison to check that the hatch is freed.
12. Re-lock all disturbed adjustments, re-set the selector and check that it is fully down by observing that the jack does not creep during engine run.

Record on the appropriate form.

On some aircraft the link 13.FC. 1419 will be of an early issue and non re-adjustable. This must be changed for the adjustable type, which is the same part number.

SUB HEADING 15 TAIL UNIT ASSEMBLY.

SUB HEADING 23 INSTRUMENTS.

Special Technical Instruction/Vampire/112.  
A. S. I. Pipes: Chafing.

all RRBF 9/2 Satisfied

Vampire Marks 3, 5, 6, 9, 10, 11, 50, 52, 52A, 54, 55, 55A.  
Sea Vampire Marks 20, 21, 22.

Cases have been reported of leaking A. S. I. systems, due to the chafing of the A. S. I. pipes by the elevator torque tube and its rivets. These pipes are closely contoured to maintain clearance at the point where they run between the fin post and the elevator torque tube, thus any disturbance of these pipes from the initial assembly position can result in a foul.

At the next removal of the port boom rear fairing and not later than the next Primary Star Servicing, check for a foul between the elevator torque shaft and the A. S. I. pipes throughout the full range of elevator movement.

Continued...

1. Where a major foul is experienced causing damage to the pipe or pipes, the replacement of any pipe will necessitate the removal of the rudders and elevator for access.
2. Replace any damaged pipe, carefully positioning the new pipe to ensure clearance to the torque tube and its rivets. Slight additional bending of the pipes to give additional clearance is permissible, care being exercised not to kink the pipes. The pipes should be firmly secured through the fibre clamp at the lower end of the fin post by binding the pipes with Empire tape if necessary at this point. This will assist in the **rigidity** of the pipes. It is advised that the pitot head heater cable be lashed inboard of the pipes.
3. Test the A. S. I. system for restriction and leaks.
4. Refit all components which have been removed.

Record on the appropriate form.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V. No 472



DATE 22.2.54.

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 HEADIN 8 GENERAL

##### Special Flying Instruction TF/599 Vampire T.11.

The following is a copy of a signal circulated by Ministry of Supply on 26th January, 1954:-

"Special Flying Instruction TF/599. Vampire T.11.  
Jettisoning of re-designed canopies (Mod 3151)

Canopy introduced by modification 3151 to Vampire T.11 Aircraft should not (repeat) not be jettisoned at speeds below 150 knots except in case of necessity for immediate escape owing to possibility of damage to empennage at lower speeds."

#### SUB HEADING 23 INSTRUMENTS

#### SUB HEADING 11 ELECTRICAL INSTALLATION

##### Special Technical Notice/Vampire/16

##### Turn & Slip Indicator: Alteration to suit Change of Type

1. Vampire T.11. aircraft.
2. The first fifty aircraft were fitted with a Turn and Slip indicator manufactured by Henry Hughes and Son. This type of indicator is connected by means of terminals at the rear face of the instrument, therefore, the Pullin type of T. and S. indicator which contains a miniature Mk.4 2-pole socket cannot be connected.
3. It is advised that the Pullin type Turn and Slip indicator can be used on these aircraft by fitting a Plessey Mk. 4. plug assembly to existing aircraft cables. The Plessey Mk.4. plug assembly consists of the following:

Continued.....

Coupler Plug	Part No. CZ.49902
Straight Outlet	CZ.49178
Cable Clamp	CZ.59316
Union Gasket	CZ.49146
Outlet Gasket	Z.60667.
Thrust Ring	Z.49037

4. This assembly should be fitted with the cable coded T.B.2. to Pin 'A' and cable coded 'E' fitted to Pin 'B'.
5. The existing Miniature Mk.4. 2-pole socket on the Pullin type indicator can now be fitted to the Plessey Mk.4. plug. The cable should be suitably lashed to the aircraft structure.
6. HQ. Flying Training Command has raised Command Mod. Vampire No. 16 to achieve the standard quoted above.

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## TECHNICAL NEWS SHEET

SERIES V. No. 473. DATE 8.3.54.



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.

*AL 23*

Special Technical Notice/Miscellaneous/13A.  
Pitot, Static and Suction Systems: Flexible Connections.

S.T.N/Miscellaneous/13 issued under this H.Q.'s ref:  
Miscellaneous/RDA Defects/ 1787 dated 14th July, 1953, is to be  
amended as follows :-

- (1) Add new Para. 6.
6. The introduction of steel Hose Clips quoted at para. 4 above should not affect the compass but a check swing is desirable after effecting the change on a system where steel components previously were not used".

SUB HEADING 23 INSTRUMENTS

Special Technical Notice/Miscellaneous /13B  
Pitot Static and Suction Systems; Flexible Connections

STN/Miscellaneous/13 and 13A dated 14/7/53 and 6/10/53  
respectively are to be amended as follows :-

*AL 23*

Para. 3. Add the following Note.

"NOTE Owing to slight variations in curvature of the saddle of the clip it is possible for the clip to form an oval shape on tightening up. To overcome this tendency the clip may be squeezed by a pair of pliers prior to initial assembly. Care must be taken not to overtighten the clip".

Leaflet J28 AP.1275A Vol.2 has been amended.

SUB HEADING 11 ELECTRICAL INSTALLATIONSpecial Technical Notice/Electrical/14A.  
Micro-Switches in Turbine Engined Aircraft *o.d.*

S.T.N./Electrical/14, issued under this H.Q. ref. Electrical/RDA Defects/130 dated 3th July, 1953, is to be amended as follows :-

- (1) Para. 3. NOTE 1st Line: Amend "Micro-switches released by the manufacturers" to read "Micro-switches released by Messrs. Burgess".

- (2). Para. 3. NOTE At the end of the note add:-

"Metal cased micro-switches (ref. 5C/4638 and 5C/4639) manufactured by Messrs. Oatalls (a subsidiary of the Pye Co.) will NOT require the greasing quoted above.

SUB HEADING 8 - GENERALSpecial Flying Instruction R.N.NO.256.  
Sea Vampire T.22 and Vampire T.11 Aircraft:  
Jettisoning of Canopies.

Canopies of Sea Vampire T.22 and redesigned canopies of Vampire T.11 (Modification 3151) should not be jettisoned at speeds below 150 knots, except in cases of necessity for immediate escape owing to possibility of damage to empennage at lower speeds.

SUB HEADING 6 - ENGINE INSTALLATIONVampire Modification 3245. *B.F.*

The above modification is a companion to Goblin Mod.820.

It is possible that aircraft with this modification embodied, may, subsequently be fitted with an engine without Goblin Mod.820. Under such circumstances it is not necessary to de-modify the aircraft.

The maximum gap of .12" quoted in Mod.3245 is to prevent incorrect operation of detectors. There is no maximum gap quoted as this is not important, it having been proved on test beds that if a combustion chamber splits, the detectors will operate successfully.

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## TECHNICAL NEWS SHEET

SERIES V. No 477.



DATE 17. 3. 54.

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.

MAIN UNDERCARRIAGE - REVISED SEQUENCE  
OF ADJUSTMENT.

*AA*  
*Vol 3:2: AS ISSUED*

Consequent upon investigation into various forms of undercarriage failure a revised sequence of adjustment has been prepared and a copy is attached for your information (Repair Instruction Sheet Number 64).

This information has been submitted to the Air Ministry and dependant upon their acceptance the **Air** Publications will be amended in due course.

SUB HEADING 8 GENERAL  
SUB HEADING 11 ELECTRICAL INSTALLATION.

*Vol 2:2: 10/11*

ENGINE STARTING.

A recent investigation concerning a fire in the Engine Bay of a Vampire aircraft revealed that there is a definite fire risk if the Ground Starter Battery lead is disconnected before the finish of the starting cycle.

It is of the utmost importance that the ground starter battery should not be disconnected until the engine has attained at least 2000 R.P.M.



ASTD  
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TECHNICAL NEWS SHEET

SERIES V

NO 478



DATE 25.3.54

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.

Special Flying Instruction TF/603  
Vampire T.11 and N.F. 10: Mk.4B/F Compass Switches

Accidents have been caused by inadvertent switching off of Mk. 4B/F Compass switch, which also controls artificial horizon and turn indicator, resulting in complete failure of essential blind flying instruments.

Para. 2. The close proximity of this switch to the interlinked starter and mast switches can easily result in this switch unknowingly being put OFF at the same as the interlinked starter switches.

Note: Mod.3167 will provide a separate source of electrical supply for the turn and slip indicator.

Para. 3. Pilots attention must be drawn to this potential danger and a check that this switch is ON must be made during vital actions before takeoff.

Para. 4. Pilots Notes Final Checks for takeoff are to be amended as follows:- Under " INSTRUMENTS" after "CHECK & SET" add "COMPASS INVERTOR SWITCH ON".

SUB HEADING 8 GENERAL.

Special Flying Instruction TF/604  
Vampire T.11 Pilots Notes: AF.4099 J,  
Second Edition.

Para 1. Reference the above publication paragraph forty nine and rear cover-checks before take off - for airbrakes on read airbrakes off.

Para. 2. Pilots notes will be amended.

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TELEX  
CHRISTCHURCH 41-536

TECHNICAL NEWS SHEET

SERIES V \_\_\_\_\_ N<sup>o</sup> 78 \_\_\_\_\_

Issue 2

DATE 9.10.1958



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

This News Sheet cancels and supersedes Issue 1 dated 25.3.1954.

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

COMPASS SWITCHES, MARK 4B/F : INADVERTENT OPERATION.  
(SPECIAL FLYING INSTRUCTION TF/603)

Vampire Marks 10 and 11.

This instruction has been cancelled by the Review of Special Flying Instructions published on Technical News Sheet MAG.46, dated 18.10.1954, the information having been incorporated into the relevant Pilot's Notes.

- o -  
SUB HEADING 8. GENERAL.

VAMPIRE T. 11. PILOT'S NOTES, A. P. 4099 J :  
AMENDMENT.

This information was cancelled by the Review of Special Flying Instructions published on Technical News Sheet MAG.46, dated 18.10.1954, as the amendment has been embodied in the Pilot's Notes.

- o -  
The last News Sheet applicable to the Mark 10 and 11 was V. 477.

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# DE HAVILLAND SERVICE

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## TECHNICAL NEWS SHEET

SERIES V

NO. 479.



DATE 25.3.54.

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.

Special Technical Notice/Vampire/17.(1)  
T.11 and NF.10 Aircraft: Ingress of Rain Water.

*B/F.*

Herewith extracts from A.M. postagram ref. A.96784/51/Air Eng.1 (B) dated 21st January 1954 for information and action where necessary:-

"The design of the present cockpit hood of the Vampire T11 and NF10 aircraft is unfortunately such that, on opening the unprotected hood after rain a comparatively large quantity of water can drain into the cockpit to the particular detriment of the electrical circuits.

2. Various modifications, both Air Ministry and Command, have been introduced to alleviate the trouble; aircraft embodying Mod. Vampire 3151 (for T11) and Mod. Vampire 3150 (for NF10) which both introduce a redesigned canopy, are not expected to be susceptible to this defect.

3. All reasonable precautions against the entry of water are still considered necessary and the routine use of cockpit covers and the wiping of rain off the cockpit hood before opening it are two of the effective measures which should be taken.

4. It is strongly recommended that the text of this postagram be brought to the notice of all concerned.

SUB HEADING 16 UNDERCARRIAGE.

Servicing Instruction/Vampire/32A.  
(Amending Servicing Instruction/Vampire/32)  
Breakage of Undercarriage Door Lock Teleflex Cables.

*Vol 3:2:E10*

Arising of Teleflex cable controls failure since the issue of S.I/Vampire/32 indicate that the original Instruction has not met the full requirement.

2. The following amendment is to be made:-

Contd.....

- (1) Para. (D) 1, Line 2: Delete "Minor" and substitute "Intermediate".
- (2) Para. (D) 1.1, Line 1: After the word "attachment" insert:-

and the top hydraulic jack attachment bolt  
Part No. G.OO.1901 or (Fre-Mod. 3153)  
Part No. G.OO.1825."

SUB HEADING 12 FUEL SYSTEM.

- (A) Servicing Instruction/Vampire/46.  
Fuel System Vent Pipe Elbows: Failure. Sec 3:2: E3
- (B) Vampire aircraft, all marks, NOT embodying Mod. 3275.
- (C) Cases have been reported of the failure, through cracking, of the rubber vent pipe elbow used at the junction in the vent system on wing rib. 1. These failures are due to the use of a Hycar based material for their manufacture which has proved unsuitable for the application. Because of the possible fire hazard that a defective vent pipe in the engine bay might present, it is proposed to inspect these elbows at regular intervals pending the introduction of the above modification. The modification quoted in para. B. above introduced an elbow which is Fibreglass covered for fireproofing purposes and such elbows are not subject to this defect.
- (D) At the next subsequent Primary Servicing inspect these elbows for any sign of cracking or splitting and change whenever necessary.

NOTE If supplies of the fireproofed elbow become available and the Fibreglass covering is found to be tucked into the bore of the elbow by a greater depth than .1", this covering overlap is to be withdrawn from the bore and reduced to a length which will only give a .1" insertion into the bore. Future production of these modified elbows will comply with this requirement.

- (E) Nil.
- (F) Nil.
- (G) Mod. 3275, when embodied, will render compliance with this Instruction unnecessary.

SUB HEADING 13 RADIO

Contd.....

- (A) Special Technical Instruction/Vampire/113.  
"G" Distress Switch - Incorrect Labelling.

*N/A. SRAF OK*

- (B) All Vampire F.B.9 aircraft.
- (C) Owing to a drawing error, the "G" Distress switch has been labelled "G Manual " on Vampire F.B.9 aircraft.
- (D) At or before the next Primary Servicing the switch is to be re-labelled "G Distress".
- (E) Record on appropriate Form.
- (F) NIL.
- (G) NIL - Production line has ceased.

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# DE HAVILLAND SERVICE

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## TECHNICAL NEWS SHEET

SERIES V

No 479

Issue 2

DATE 27.2.1958



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

This Technical News Sheet cancels and supersedes Issue 1 dated 25.3.1954.

The following subjects have been transferred from Issue 1 of this news sheet without alteration :-

1. Special Technical Notice/Vampire/17.
2. Servicing Instruction/Vampire/46.

Servicing Instruction/Vampire/32A, which was published on Issue 1 of this news sheet, has been cancelled by S.I./Vampire/50 on T.N.S. V. 519.

Special Technical Instruction/Vampire/113, published below, has been amended by S.T.I./Vampire/113A (formerly on T.N.S. V.489, issue 1), and is now in its fully corrected form. The last amendment was dated 30.4.54.

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

SPECIAL TECHNICAL NOTICE/VAMPIRE/17  
T. 11 AND NF. 10 AIRCRAFT : INGRESS OF RAIN WATER.

RAF T11.  
All % have  
mod 3151 embodied

Herewith extracts from A.M. postagram Ref. A.96784/51/Air Eng. 1 (I) dated 21st January 1954 for information and action where necessary:-

"The design of the present cockpit hood of the Vampire T.11 and NF.10 aircraft is unfortunately such that, on opening the unprotected hood after rain a comparatively large quantity of water can drain into the cockpit to the particular detriment of the electrical circuits.

2. Various modifications, both Air Ministry and Command, have been introduced to alleviate the trouble; aircraft embodying Mod. Vampire 3151 (for T.11) and Mod. Vampire 3150 (for NF.10) which both introduce a redesigned canopy, and are not expected to be susceptible to this defect.

3. All reasonable precautions against the entry of water are still considered necessary and the routine use of cockpit covers and the wiping of rain off the cockpit hood before opening it are two of the effective measures which should be taken.

Continued....

4. It is strongly recommended that the text of this postagram be brought to the notice of all concerned.

SUB HEADING 12 FUEL SYSTEM

Mod 3275 embodied  
all R. R. A. F.  
a/c

- A. SERVICING INSTRUCTION/VAMPIRE/46.  
FUEL SYSTEM VENT PIPE ELBOWS: FAILURE.
- B. Vampire aircraft, all marks, NOT embodying Mod. 3275.
- C. Cases have been reported of the failure, through cracking, of the rubber vent pipe elbow used at the junction in the vent system on wing rib 1. These failures are due to the use of a Hycar based material for their manufacture which has proved unsuitable for the application. Because of the possible fire hazard that a defective vent pipe in the engine bay might present, it is proposed to inspect these elbows at regular intervals pending the introduction of the above modification. The modification quoted in Para.B above introduced an elbow which is Fibreglass covered for fireproofing purposes and such elbows are not subject to this defect.
- D. At the next subsequent Primary Servicing inspect these elbows for any sign of cracking or splitting and change whenever necessary.

NOTE: If supplies of the fireproofed elbow become available and the Fibreglass covering is found to be tucked into the bore of the elbow by a greater depth than .1", this covering overlap is to be withdrawn from the bore and reduced to a length which will only give a .1" insertion into the bore. Future production of these modified elbows will comply with this requirement.

- E. Nil.
- F. Nil.
- G. Mod. 3275 when embodied, will render compliance with this Instruction unnecessary.

SUB HEADING 13. RADIO

N/A To RRAF

- A. SPECIAL TECHNICAL INSTRUCTION/VAMPIRE/113  
"G" DISTRESS SWITCH - INCORRECT LABELLING  
(As amended by 113A).
- B. Vampire F.B. 5 and 9 aircraft.

Continued....

- C. Owing to a drawing error, the "G" Distress switch has been labelled "G" Manual" on Vampire F.B.9 aircraft.
- D. At or before the next Primary Servicing the switch is to be re-labelled "G Distress".
- E. Record on appropriate Form.
- F. Nil.
- G. Nil - Production line has ceased.

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# DE HAVILLAND SERVICE

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## TECHNICAL NEWS SHEET

SERIES V. No 480.



DATE 22. 3. 54.

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 11 ELECTRICAL INSTALLATION

- N/A.*
- (A) Special Technical Instruction/Vampire/114.  
Voltage Regulator, Type B : Charring of Base.
  - (B) Vampire NF.10 aircraft.
  - (C) Cases have been reported of the charring of the paxolin base in the vicinity of the ballast resistance of the voltage regulator situated at the starboard side of the ammunition bay on the rear face of bulkhead 2.
  - (D) On receipt of this instruction, open the starboard ammunition door, refer to the attached drawing No. R.12.N.107 and fit an asbestos sheet with spacing washers as stated on the drawing.
  - (E) Record on appropriate form.
  - (F) Nil.
  - (G) Nil.

Future production aircraft will embody this requirement.

SUB HEADING 16 UNDERCARRIAGE

- 1613:2:112*
- (A) Special Technical Instruction/Vampire/115.  
Nose Leg Air Inflation Valve fouls Nosewheel door Guide Plate
  - (B) Vampire and Sea Vampire all Marks.....
  - (C) Cases reported of damage to air inflation valve situated at base of nose compression leg. Caused by guide plate fouling inflation valve on heavy landings or under inflation of nose strut.

continued.....

(D) Not later than next Intermediate Servicing following action to be taken.

1. Jack up nose undercarriage; remove air inflation cap and release air pressure as laid down in Air Publication 4099.
2. Replace air inflation cap.
3. Compress nose leg fully and ensure that minimum clearance of point one inch maintained at nearest point between air inflation cap and nose wheel guide plate when inflation cap rotated.
4. If guide plate requires filing; remove it from nose leg, to obviate possible damage to compression strut by filing. After removal file guide plate to obtain required clearance, radius all sharp corners and refit.
5. Re-charge compression strut as laid down in appropriate Air Publication.

(E) Record on appropriate form.

(F) Nil.

(G) Nil.

SUB HEADING 16 UNDERCARRIAGE

✓ 3:2:11

- (A) Special Technical Instruction/Vampire/116.  
Vampire and Sea Vampire, all marks  
Hydraulic Jacks, Type AIR 41192 for Undercarriage Retraction.
- (B) Hydraulic Jacks, Type AIR 41192, Serial Nos. LK.2090 to LK.2715 inclusive, installed in complete aircraft and in spare undercarriages assembled to wings and in spare undercarriage assemblies, and jacks held as spares.
- (C) Two cases found of jack piston part number 50250 with one inch diameter hole drilled too deeply in head. One case resulted in shearing of piston head from ram causing collapse of undercarriage.
- (D) 1. Complete Aircraft in Service. At first opportunity and not later than next Primary Star Servicing check Serial numbers of jacks and if any found within suspected range quoted above following action is required.
  - (a) Remove jack, strip and check depth of hole. Depth must not (repeat not) exceed 21/32 inch to bottom of parallel portion.

continued.....

- (b) If found satisfactory reassemble (fitting new seal part number ADS.408/8) and pressure test in accordance with P. 1303B, Vol.1, Section 11, Chapter 13, Appendix 2 and refit and paint "STI/Vampire/116 satisfied" on Jack Cylinder in accordance with Para. (E) below.

NOTE 1. If facilities for pressure testing jacks are not available operations (a) and (b) above are not to be carried out. Instead jacks within the suspected range are to be replaced by serviceable jacks outside the suspected range or jacks within suspected range if found correct and marked in accordance with para. (E) below and then return suspected jacks, through normal channels, for free examination and rectification by Messrs. Lockheed Hydraulic Brake Co., Ltd., Speke.

2. Undercarriage Assemblies, Undercarriages assembled to wings and jacks held as spares. Actions (a) and (b) above to be carried out before delivery, or if delivered, before use. Note 1 also applies.

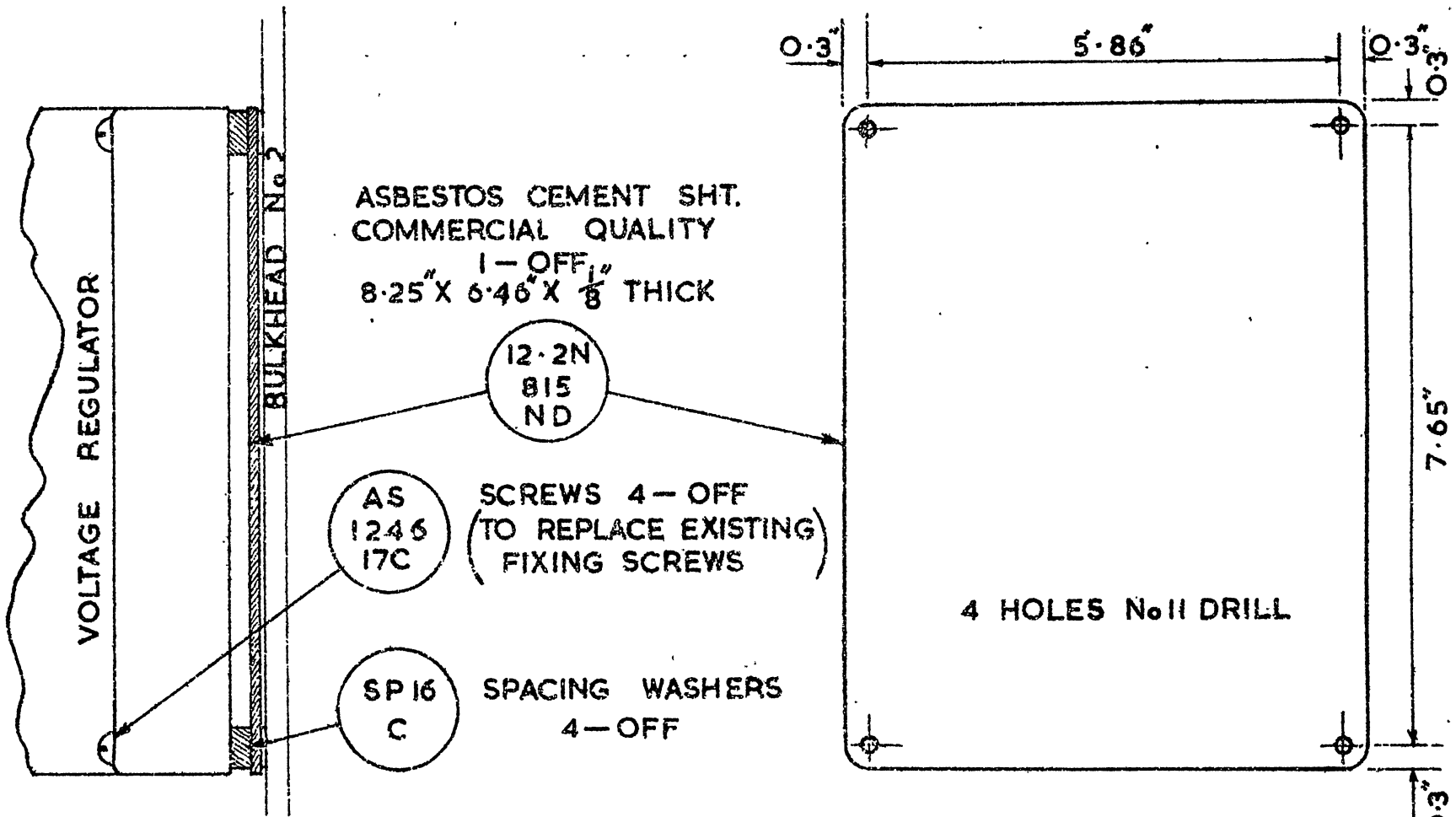
NOTE 2. If any operational serviceability difficulties arise from unavailability of spare jacks or from any other reason or cause, signal details immediately to R.D.... (Defects), I. of S.

- (E) Jacks within the suspected range found satisfactory on initial examination in accordance (a) above and any rendered satisfactory for use are to have STI/Vampire/116 painted conspicuously on the Jack Cylinder.

Record on appropriate Form.

(F) Nil.

(G) Nil.



RELEASE REGULATOR FROM BULKHEAD BY REMOVING 4 SCREWS AS/1884/14C & REMOUNT TO BULKHEAD WITH SPACING WASHERS & ASBESTOS SHEET INSERTED BETWEEN, AS SHOWN IN SKETCH, USING SCREWS AS/1246/17C.

ASBESTOS SCREEN FOR VOLTAGE REGULATOR

14-1-54

*Handwritten signature*

R12 N 107

# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V

No 480  
Issue 2



DATE 20.12.56

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

This Technical News Sheet cancels and supersedes Issue 1 dated 22.3.54.

### VAMPIRE AIRFRAME, GENERAL CIRCULATION.

Special Technical Instruction/Vampire/114, included in Issue 1, is superseded and cancelled by Special Technical Instruction/Vampire/127, issued on Technical News Sheet V. 501.

Special Technical Instruction/Vampire/116 has been transferred to Technical News Sheet V.668, without alteration.

- o - o - o - o - o - o - o -

### SUB HEADING 16, UNDERCARRIAGE.

*Issued on Am*

- A. SPECIAL TECHNICAL INSTRUCTION/VAMPIRE/115A  
NOSE LEG AIR INFLATION VALVE FOULS  
NOSEWHEEL DOOR GUIDE PLATE.
- B. Vampire and Sea Vampire all Marks, and all Nose Compression Legs held as spares or in stores.
- C. Cases reported of damage to air inflation valve situated at base of nose compression leg. Caused by guide plate fouling inflation valve on heavy landings or under inflation of nose strut.
- D. Not later than next Intermediate Servicing following action to be taken.
1. Jack up nose undercarriage, remove air inflation cap and release air pressure as laid down in Air Publication 4099.
  2. Replace air inflation cap
  3. Compress nose leg fully and ensure that minimum clearance of point one inch maintained at nearest point between air inflation cap and nose wheel guide plate when inflation cap rotated.
  4. If guide plate requires filing remove it from nose leg, to obviate possible damage to compression strut by filing.

Continued.

After removal file guide plate to obtain required clearance, radius all sharp corners and refit.

5. Re-charge compression strut as laid down in appropriate Air Publication.
6. Nose Compression Legs held as spares or in stores are to be rectified in accordance with this Instruction before issue.

E. Record on appropriate forms. Nose Compression Legs rectified as spares or in stores are to be clearly labelled "STI/Vampire/115 satisfied".

F. Nil.

G. Nil.

# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V No 482  DATE 5.4.54.

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

*Stencilled*

VAMPIRE AIRFRAME, GENERAL CIRCULATION.

SUB HEADING 12 - FUEL SYSTEM.

Vol 3, Sect 2 Subsect A7.

Special Technical Notice/Vampire/18.

Fuel System : Water Drainage Points. STN/VAMP/18

1. Details of the drain points from which fuel samples can be taken on the Vampire series aircraft are not at present adequately described in the Volume 1 of the relevant Air Publication.
2. Necessary amendment action is in hand and will be issued at an early date.
3. The following advance information on the Venom F.B.1. aircraft is brought to the notice of all concerned forthwith, pending receipt of the official amendment :-

The Venom 1 Air Publication A.P. 4335A, Vol. 1, Sect. 2, Chapter 2, Para. 3, refers to a number of fuselage tank drain points located at various adjacent elbow joints from which fuel samples can be taken when testing for water content, but omits reference to the "FUSELAGE TANK WATER DRAIN PLUG" proper.

The tank base plate is attached to the tank shell by means of a row of bolts around its perimeter. One of these is a special hollow bolt with a small blanking plug at its head, and is designed to act as a water drain for the "valley" between the outside of the collector pot and the tank shell.

This bolt, which is easily distinguishable from the rest as it is much larger, and has a 1/8" B.S.P. blanking plug in its head, is situated in the row of base plate attachment bolts across the after side of the base plate and on the right side of the tank centre line immediately behind a cast inlet elbow.

Continued.....

A water content check is carried out by removing the 1/8" B.S.P. blanking plug from the head of the special bolt, and collecting the resultant fluid flow in a suitable container. If no fuel emerges, the hole in the special bolt should be probed with a piece of wire to ensure that it is clear.

Examination of the fluid thus collected will show if water is present or not, and samples should be taken off in the manner described until only neat fuel emerges.

4. The principle quoted above is applicable to Vampire aircraft, and may be observed when necessary.

SOURCE: DHTNS V482  
DATE: 5.4.54  
SUB HEADING 8 - GENERAL.

Vol 2 Sect 2 No 12  
Special Technical Notice/Vampire/20.

Starting Technique: Draining of Surplus Fuel. STN/VAMP/20.

A/STSO

Steward

The following drill is forwarded to eliminate the possibility of fire after a "wet" start.

2. After an abortive start the aircraft's tail boom is to be pushed down to drain surplus fuel from the tail pipe. The lower cowling panel is to be removed and a check made to ensure that no residue of fuel remains in the fireguard, stiffening ridges or collector pots. Then wipe out all surplus fuel using a swab.

SOURCE: DHTNS V482  
DATE: 5.4.54  
SUB HEADING 18 - WING ASSEMBLY

Servicing Instruction/Vampire/41A.  
(Amending S.I./Vampire/41) issued on T.N.S. No. V.401.  
Main Undercarriage Door Lock Plunger: Security and Adjustment.

A/STSO

OK.

S.I./Vampire/41 dated 26th February, 1953 is required to be applied more frequently as reports of defects are still being received. The S.I. is to be amended as follows:-

Para (D) 2. Delete "Intermediate" and  
Substitute "Primary Star".

SUB HEADING 7 - FUSELAGE ASSEMBLY.  
SUB HEADING 16 - UNDERCARRIAGE.

(A) Special Technical Instruction/Vampire/117.  
Nose Wheel/Canopy Hatch Jettison Lines: Fouling.

B/F

Continued.



- (B) Vampire Mks. T.11. and T.22.
- (C) During retraction of the nose wheel undercarriage the axle arc terminates as opposite the area shaded on the drawing No. R.15-UN-101 and, therefore, any pipes that are routed over this area are likely to be damaged. The drawing shows two alternative routes for these pipes both of which are satisfactory. The object of this instruction is to check the pipe routing and correct it if necessary.
- (D) At, or before, the next Primary Star Servicing proceed as follows:-
1. Refer to the attached (drawing No. R.15-UN-101) illustrating the two alternative pipe runs and determine whether any of the pipe lines have been routed over the shaded area.
  2. Where the pipe lines are found to be routed over the shaded area, the clamp block is to be re-positioned to position 'A'. The pipe lines can be re-shaped in situ, care being taken not to kink the pipes. To enable fitment of the clamp block, drill off two 3/16" dia. holes to the dimension given on the drawing.
  3. In order to gain access for the purpose of securing the clamp block at position 'A' (location of which is above the floor level) remove the false flooring immediately forward of the second pilot's control column. The two 3/16" dia. holes will be located on the starboard side of the nose wheel housing in line with the second pilot's elevator cross shaft.
  4. The attachment bolts securing the clamp block shown by dotted line on the drawing, are located below the floor level, access to which is gained by removing the starboard cannon fairing.
  5. Replace fairing and flooring removed to carry out this instruction. Proceed to carry out a canopy hatch jettison check. With the canopy hatch closed and locked, pull the jettison handle and operate the hydraulic hand pump ensuring that the hatch jettison hydraulic jack ram extends to its full amount. On aircraft with the clear vision canopy hatch, introduced by Vampire Mod. 3151, during the jettison check external pressure is to be brought to bear on the hatch, in the hinge area, to prevent the hatch becoming detached from the canopy
  6. Return the selector and handle to 'safe' position. On aircraft where the jettison handle is connected to the selector by Bowden cable, stow the jettison handle and ensure the selector plunger is pushed fully home. At the same time ensure that the

Continued.....

furrule on the end of the bowden cable casing is seated correctly in its housing.

Return the hydraulic ram to its retracted position by hand pressure. Proceed to operate the hand pump to ensure that the hydraulic jack ram does not creep.

7. Raise the hatch.

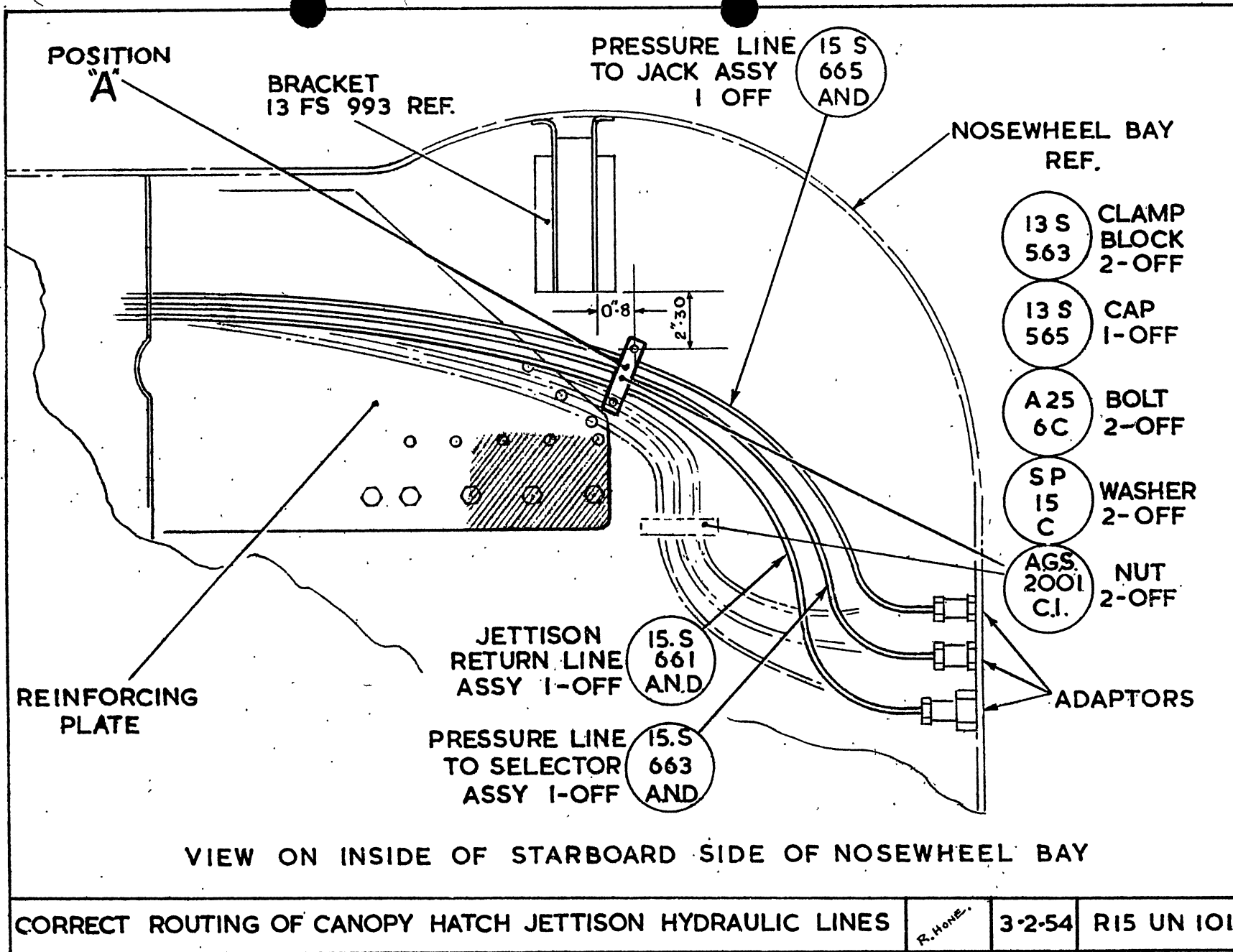
8. At the next engine run again check the hudraulic jack ram for signs of creep.

(E) Record on the appropriate form.

(F) Nil.

(G) Nil.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V

No. 483



DATE 9.4.54

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. Special Technical Instruction/Vampire/102  
Flying Control Cables: Correct Routing

*B/F.*

B. Vampire T.Mk.11 aircraft serial numbers WZ.453 to WZ.468 incl:

C. Cases have been reported of the flying control cables wearing through the fairleads situated on the aft face of the lower portion of the fireproof bulkhead. This is due to the incorrect routing of the cables through the fairleads and the consequent elongation of the fairlead holes.

D. 1. On receipt of this instruction proceed as follows:-

(i). Check that the cables run through the fairleads in their natural run which should be, as viewed on the rear face of the bulkhead.

AILERON CABLE - AT TOP OUTBOARD HOLE.

ELEVATOR TOP CABLE - AT TOP INBOARD HOLE.

ELEVATOR BOTTOM CABLE - THIRD HOLE FROM THE TOP.

RUDDER CABLE - BOTTOM HOLE.

(ii) Examine the control cable fairleads for elongated cable holes and possible fouling of cables on the bulkhead and on the pulley bank assembly in the fuselage tank bay.

(iii) Where elongation of cable holes or fouling of cables is discovered determine whether the condition is critical or not.

2. Where urgent action is necessary proceed as follows: where action can be deferred safely at each Primary Servicing check for advancement of the defect and proceed as follows at the next Minor Servicing or at the next engine removal, whichever is the sooner:-

Continued.....

- (1) Remove and dispense with the damaged fairlead assemblies.
- (2) Examine the cables for fraying and replace as necessary.
- (3) Ensure all cables are correctly tensioned in accordance with AP.4099, Section 3, Chapter 5.
- (4) Check the cable clearances to the bulkhead. This should not be less than .10 in.
- (5) Obtain the following standard fairleads for replacements as necessary:

Port control cable guide Part No. 13.CF.515  
 Port washer plate Part No. 13.CF.521  
 Starboard washer plate Part No. 13.CF.529  
 Starboard control cable guide Part No.13.CF.523

Position standard fairlead on the bulkhead. Check that the size and position of the existing hole in the bulkhead is such that the standard fairlead can be safely attached to correspond with true run of the cables. The amount of metal necessary between the hole in the bulkhead and the fairlead attachment hole centre is  $\frac{3}{32}$ ". If satisfactory, drill the bulkhead in conjunction with the fairlead holes and attach fairleads and washer plates with A25/3B Bolts, AGS.2001/B1 Nuts. Where this is not possible, the following procedure is to be adopted.

- (6) Make up new fairleads from  $\frac{1}{4}$ " thick L.F.S. or red fibre. The cable holes should correspond to the natural run of the cables as detailed in Para.(D) Sub-Para. 1. and these holes should be  $\frac{1}{2}$ " diameter, radiused on both faces. The fairlead attachment holes should be drilled in conjunction with the existing attachment holes on the bulkhead where possible. If it has been necessary to file into an attachment hole for cable clearances, an additional hole is to be drilled at a distance of  $\frac{1}{2}$ " from the existing hole centre.
- (7) Make up a washer plate from 22 S.W.G. mild steel x  $\frac{3}{8}$ " wide and drill holes to match the fairlead attachment holes. The plate should have one saw cut through to facilitate its fitting with the cables connected. This saw cut should not correspond to the split in the fairlead when assembled.

Continued.....

- (8) Fit the fairlead and washer plate to the bulkhead using the existing nuts and bolts.
- (9) Check the flying controls for freedom of movement and the cables for safety, locking and clearance to the structure.
- (10) Re-install the power unit and cannons if removed and carry out the necessary procedure as detailed in A.P. 5099J, Vol. 1, Sect. 4, Chapter 1 and Sect. 7, Chapter 3.

E. Record on appropriate forms.

F. Nil.

G. Nil.

SUB HEADING 16 UNDERCARRIAGE.

Special Technical Notice/Vampire/19  
Servicing Guide to Undercarriage Adjustments

*Vol 3:2: As issued  
ATA*

Revision of the Air Publications which deal with the servicing of Vampire undercarriages will be made in due course. Meanwhile the attached notes, prepared by Messrs. De Havilland Aircraft Company as a result of recent experience, are recommended as a guide pending the issue of Air Publication amendments.

NOTE: The Notes referred to above have previously been published under R.I.S. 64 issued with T.N.S. V.477.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V No 486



DATE 22.4.54

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.  
SUB HEADING 23 INSTRUMENTS.

B/F.

- (A) Special Technical Instruction/Vampire/118.  
Electrical Supply for Turn and Slip Indicator: Re-wiring.
- (B) Vampire Mks. 10 and 11, Sea Vampire Mk. T.22.
- (C) It has been considered advisable to provide a direct source of electrical supply for the turn and slip indicator instead of their being dependent on the supply through the Type Q relay. The object of this Instruction is to couple the supply for these instruments through a 5 amp. fuse to the aircraft busbar. With this revised circuit these instruments will not be controlled by the flight instruments switch but will be off when the ground flight switch is to ground.
- (D) At or before the next Primary Star Servicing proceed as follows:-
- (1) Locate the Type Q relay No.1 Ref.5C/2007 fitted to junction box No. 1 in the cockpit.
  - (2) Remove the terminal block cover and fit a link cable made from Unipren 6 amp. cable between terminals Nos. 3 and 4, which link cables as follows:-
    - (a) Mk.NF.10 aircraft : TB+to TB2
    - (b) Mk.T.11 and T.22 aircraft : GA2+ to TB+
- Note: Existing cables are not to be re-run.
- (E) Record on the appropriate Form.
- (F) Nil.
- (G) Mod.3167, where embodied, will render compliance with this instruction unnecessary.

Contd.....

SUB HEADING 18 WING ASSEMBLY.

Vol 3:2: D 14.

(A) Special Technical Instruction/Vampire/119.  
No. 1 Fuel Tank Bays: Chafing.

(B)1. Vampire Marks 3,5,9 and 10 aircraft.

- 2. Vampire Mark 11 aircraft "WZ" Series and  
Serial Nos. XD.375 to 380 (incl.)  
XD.388 to 394 (incl.)  
XD.403, 405, 425, 429  
XD.430  
XD.433 to 440 (incl.)

3. Sea Vampire Marks 20 and 21 aircraft.

4. Sea Vampires Mark 22 Serial Nos. XA.100 to XA.120.

(C) A case has been reported where a No. 1 wing fuel tank has been chafed by the edges of the Hycar packing sheets introduced by Mod. Vam. 3045 and by the bottom edge of the centre channel and its attached joint plates situated at the rear wall of the No. 1 fuel tank bay.

(D) At the next removal of either No. 1 wing tank and not later than the next Minor Servicing the following work should be carried out on aircraft embodying Mod. Vam. 3045. If the modification has been embodied in part this instruction will only apply to those aircraft on which the embodiment has been effected in No. 1 wing bays.

- 1. Increase the chamfering of all edges of the Hycar packing sheet to  $\frac{1}{4}$ " x 45°.
- 2. Radius the bottom edge of the centre channel stiffener and the bottom edges of its attached joint plates at the rear wall of the tank bay. Wrap the channel and joint plates with black waterproof adhesive tape and liberally cover the attached tape with two coats of bostik S/23/95.

(E) Record on the appropriate form.

(F) Nil.

(G) Nil. Production aircraft now embody this requirement and the Mod. leaflet for Mod. Vam. 3045 has been amended.

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# DE HAVILLAND SERVICE

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## TECHNICAL NEWS SHEET

SERIES V

NO 487



DATE 7.5.54.

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.

1613:2:015

### COMBINED ELEVATOR OPERATING ROD AND BALANCE WEIGHT - CRACKS IN FORK END.

Cases have been reported of the fork end of the combined elevator operating rod and balance weight fouling the elevator control lever at the rear end of the boom, resulting in bending of the threaded portion of the fork end or cracking of the fork itself.

(Refer to the appropriate Air Publications or de Havilland Maintenance and Repair Manuals.)

It is recommended that the following action be taken as soon as possible after receipt of this instruction:

1. Remove the side access panel at the rear of the boom.
2. Inspect the fork end of the combined elevator operating rod and balance weight for any sign of bending or cracking. If damage is found, renew the fork end.
3. Push the elevator fully UP.
4. If the fork end fouls the control lever relieve the foul by filing the lever and obtain a minimum of 0.05 inch clearance. The filed recess must be smoothly blended into the lever.
5. Apply protective treatment to the magnesium alloy control lever using either 10% selenious acid in water or, if this is not available, apply an etching primer.

The selenious acid solution should be applied repeatedly until a permanent brown or brown/black colour is obtained.

Vampire Modification 3343 is being raised to introduce a redesigned fork end. Details and availability of this modification will be promulgated in the normal manner as soon as the modification is finalized.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
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## TECHNICAL NEWS SHEET

SERIES V.

488.  
No



DATE 6.5.54.

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.

### SUPPLY SOCKET FOR FILM FOOTAGE INDICATORS. *Actioned*

The following copy of a signal from the Ministry of Supply has been received :-

MOS 929/27 APRIL. Preliminary Warning. Vampire F Mk.3 and FB.Mks 5 and 9. Supply socket for film footage indicators. If socket not repeat not coupled to indicator or dummy stowage, can foul and jam elevator controls owing to length of free cable. Pending further instructions before each flight ensure socket is coupled to either indicator or dummy stowage. Before coupling to dummy stowage loosely knot cable to shorten free length as precaution in case socket becomes detached in flight. Investigation proceeding.

SUB HEADING 8, GENERAL.  
SUB HEADING 18, WING ASSEMBLY.

### RUBBER STRIP AT FLAP SHROUD TRAILING EDGE - SECURITY.

It is advised that Bostik 1261, which is heat and fuel resisting, be used when refitting displaced rubber strips in this position. Perforations in the rubber should also be filled with Bostik 1261.

SUB HEADING 4 CONTROLS FLYING.

### FAILURE OF ELEVATOR OPERATING ROD AND BALANCE WEIGHT. *Actioned.*

The following is a copy of a signal circulated by the Ministry of Supply.

"IMPORTANT PRELIMINARY WARNING VAMPIRE AND SEA VAMPIRE ALL MARKS COMBINED ELEVATOR OPERATING ROD AND BALANCE WEIGHT LEAD FILLED SHOWN IN ILLUSTRATION OF CONTROLS IN TAIL UNIT IN RELEVANT AP. DESCRIPTION OF PART AFOREMENTIONED IS TAKEN FROM THIS ILLUSTRATION. SWEDISH AIR FORCE REPORT CRACKS FOUND IN THIS PART. AS SOON AS POSSIBLE AND BEFORE NEXT PRIMARY SERVICING EXAMINE PART CLOSELY FOR DEFECTS PARTICULARLY AT EDGES AND ROOTS OF FORK ENDS." "TNS V.487 REFERS".

.....

# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

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## TECHNICAL NEWS SHEET

SERIES V

No. 489



DATE 10.5.54.

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.

Service Instruction/Vampire/32B  
(Amending S.I./Vampire/32 and 32A)  
Breakage of Undercarriage Door Lock Teleflex Cables

The Contractor has now found that the operations required by S.I./Vampire/32 dated 14th March, 1952, (and amended by S.T.I./Vampire/32A dated 1st March, 1954) can be simplified.

2. The S.I. is to be amended as follows:-

Para.(D) 1, Line 1: Delete " and the top hydraulic jack attachment bolt, Part No. G.OO.1901 or (Pre-mod. 3153) Part No. G.OO.1825" and substitute "and the lower hydraulic jack attachment bolt Part No. G.OO.87"

SUB HEADING 7 FUSELAGE ASSEMBLY.

- (A) Service Instruction/Vampire/48.  
(Cancelling and Superseding SI/Vampire/9 and 9A)  
Engine Cowlings - Security.
- (B) Vampire and Sea Vampire - All marks.
- (C) Cases have been reported where the engine cowling fasteners have been incorrectly tensioned. The purpose of this instruction is to ensure that all fasteners are correctly and uniformly adjusted at both upper and lower engine cowling structure and fasteners.
- (D)1. At the next Primary Servicing and at each subsequent intermediate Servicing check that all fasteners at the upper and lower engine cowling panels can be disengaged by SLIGHT leverage behind, the fastener lever with the aid of a small screwdriver.

Continued.....

NOTE: It is most important that this check is carried out individually at each fastener with all other fasteners secured, as the over-tensioning of one fastener will render the other fasteners loose.

2. Where a fastener is found to be over-tensioned, the applicable cowling panel is to be removed and the cowling structure in the vicinity of the fasteners together with the tie rod assembly is to be examined for damage due to over stressing.
3. Replace any damage parts and refit the cowling. Ensure the Dzus fastener at the forward edge of each panel is secured and that cowling panels do not overlap.
4. Adjust the cowling tie rod lengths by loosening the hook locknuts and screwing or unscrewing the hook until it is just possible to disengage the fastener lever with the finger. The Hook must then be screwed in one turn until the lever can be disengaged with a small screwdriver. The use of any other manner other than by hand to secure the cowling fasteners is prohibited.
5. When all fasteners of an individual panel have been adjusted as detailed, a further check should be made by releasing and closing each fastener with all other fasteners secure.

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

(F) Nil.

(G) Nil.

#### SUB HEADING 13 RADIO

Special Technical Instruction/Vampire/113A  
(Amending S.T.I./Vampire/113) - T.N.S. V479  
"G" Distress Switch: Incorrect Labelling.

S.T.I./Vampire/113 dated 4th February, 1954 is to be extended to cover Vampire FB 5 aircraft. In consequence the S.T.I. is to be amended as follows:-

Para. (B): After "Vampire" insert "Marks FB5 and"

#### SUB HEADING 18 WING ASSEMBLY.

(A) Special Technical Instruction/Vampire/120  
Blanking Plate, Rib 1, Port Wing: Omission.

Continued.....

- (B) Vampire T.11 and Sea Vampire T.22.
- (C) It has been discovered that aircraft have been delivered to the Service with a blanking plate omitted from Rib 1 on the port wing. The purpose of this plate is to blank on a redundant hole leading to the tank bay to reduce this fire hazard.
- (D) At the earliest opportunity and not later than the next Engine Change proceed as follows:
1. Refer to the repair Drawing No. R. 15.W.101 and manufacture the blanking plate and the bolt attachment plate and apply anti corrosive treatment as laid down in the appropriate Air Publication.
  2. Locate the redundant hole on the port wing along the centre line of the rib 1 immediately aft of the air intake. Some holes will be found blanked off with adhesive tape and sprayed silver, giving the impression that the hole is already correctly blanked off, this tape is to be removed.
  3. Prior to the assembly of the blanking plate, it is suggested that the bolt attachment plate is secured with a piece of string until one bolt has been secured to the plate. This is to prevent the possibility of the bolt attachment plate dropping inside the tank bay during assembly.
- (E) Record on the appropriate Form.
- (F) Nil.
- (G) Nil. Future production aircraft will have this blanking plate fitted.

SUB HEADING 11 ELECTRICAL INSTALLATION.

- (A) Special Technical Instruction/Vampire/121.  
Electrical Cables in Nose Compartment: Chafing.
- (B) Vampire F.B. Mks. 5 and 9 aircraft.
- (C) Cases have been reported of the electrical cable assemblies for the R. 3121 receiver, G45 compass, and nose undercarriage, which are situated in the nose compartment and routed along the starboard nose wheel support strut, being severely chafed by the constant fouling of the R.3121 receiver.
- (D) At the earliest opportunity, but not later than the next primary star servicing, proceeds as follows:-

Contd.....

1. Remove the detachable nose fairing and the R.3121 receiver.
2. Locate the electrical cables routed on the starboard diagonal nose wheel strut. Cut the twine lashings securing the cables and examine for damage, repair or replace as required.
3. The cables are to be re-routed inboard and downward around the starboard tubular strut. Re-lash at a minimum of four suitable positions along the strut with wax coreless twine and apply a coat of shellac to the twine lashings.
4. Refit the R.3121 receiver. In cases where the cable has been repaired or replaced an insulation and continuity check is to be carried out on the appropriate service affected.
5. Refit the detachable nose fairing.

(E) Record on the appropriate form.

(F) Nil.

(G) Nil.

#### SUB HEADING 4 CONTROLS FLYING.

(A) Special Technical Instruction/Vampire/122.  
Rudder and Elevator Control Stops:

(B) Vampires Mk. 11 and Sea Vampire Mk. 22.

(C) To ensure that rudder and elevator extreme movements are obtained in flight the method of using the control stops in the cockpit to govern the ranges of travel (see AP.4099J Vol. 1 Section 3 chap.4) and AP.4269C, Vol.1) has now been cancelled. The purpose of this instruction is to utilise the rear stops to control the rudder and elevator travels.

(D) At or before the next Primary Star Servicing proceed as follows:-

1. Screw in to the maximum the rudder stops in the cockpit at the rear face of Bulkhead 1 forward of the rudder pedals and the elevator quadrant stops shown in AP.4099J Vol.1 Section 3 Chapter 4 Figure 14.
2. With rudder and elevator controls operated from the cockpit, obtain the correct rudder and elevator movements by adjusting the rear control stops situated at the rear diaphragm of each boom (shown at Figure 15 of A.P.)

Contd.....

3. With the rudder and elevator movements now controlled by the rear stops, adjust the cockpit stops to obtain a clearance of .20 inches at the rudder control and .030 inches at the elevator control when the rear stops are engaged.
  4. Check all stops for security and locking.
- (E) Record on the appropriate form.
- (F) Nil.
- (G) Nil. Production aircraft now embody this requirement. Appropriate A.P's are being amended.

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# DE HAVILLAND SERVICE

AIRSPPEED DIVISION

CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE  
CHRISTCHURCH 1600

CABLES  
HAVILLAND TELEX CHRISTCHURCH

TELEX  
CHRISTCHURCH 41-536

## TECHNICAL NEWS SHEET

SERIES V

No. 489

Issue 2

DATE 26.2.1958



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

This Technical News Sheet cancels and supersedes Issue 1 dated 10.5.1954.

The following alterations have been made to the information published on Issue 1 of this news sheet :-

1. Servicing Instruction/Vampire/32B - this was cancelled by S.I./Vampire/50, published on T.N.S. V. 519.
2. Servicing Instruction/Vampire/48 - this has been amended to include S.I./Vampire/48A, which was first issued on T.N.S. 509, issue 1, dated 18.8.1954, and is published below.
3. Special Technical Instruction/Vampire/113A - this has been moved to T.N.S. V. 479, issue 2, and combined with S.T.I./Vampire/113.
4. Special Technical Instruction/Vampire/120 is reproduced below, without any alteration to the text.
5. Special Technical Instruction/Vampire/121 - the Correction originally published on T.N.S. V. 493, issue 1 dated 20.5.1954, has been added to this instruction and it is reproduced below in its fully corrected form.
6. Special Technical Instruction/Vampire/122 is reproduced below without any alteration to the text.

### SUB HEADING 7 FUSELAGE ASSEMBLY

*Carried over before  
receipt of 4/c by RRAF.*

Vampire Marks 1, 3, 5, 6, 9, 10, 11, 50, 52, 52A, 54, 55, 55A.  
Sea Vampire Marks 20, 21, 22.

Cases have been reported of the engine cowling fasteners being incorrectly tensioned. The purpose of this instruction is to ensure that all fasteners are correctly and uniformly adjusted at both upper and lower engine cowling structure and fasteners.

At the next Primary Servicing and at each subsequent intermediate Servicing check that all fasteners at the upper and lower engine cowling panels can be disengaged by SLIGHT leverage behind the fastener lever with the aid of a small screwdriver.

Continued.....



NOTE: It is most important that this check is carried out individually at each fastener with all other fasteners secured, as the over-tensioning of one fastener will render the other fasteners loose.

Where a fastener is found to be over tensioned, the applicable cowl panel is to be removed and the cowling structure in the vicinity of the fasteners together with the tie rod assembly is to be examined for damage due to over stressing.

Replace any damaged parts and refit the cowling. Ensure that the cowling panels do not overlap.

Adjust the cowling tie rod lengths by loosening the hook locknuts and screwing or unscrewing the hook until it is just possible to disengage the fastener lever with the finger. The hook must then be screwed in one turn until the lever can be disengaged with a small screwdriver. The use of any other manner other than by hand to secure the cowling fasteners is prohibited.

When all fasteners of an individual panel have been adjusted as detailed, a further check should be made by releasing and closing each fastener with all other fasteners secure.

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

This information has been issued by the Ministry of Supply as Servicing Instruction/Vampire/48, as amended by 48A (cancelling and superseding S.I./Vampire/9 and 9A.)

SUB HEADING 18 WING ASSEMBLY

Blanking Plate, Rib 1, Port Wing: Omission.

*Satisfied*

Vampire Marks 11 and 55.  
Sea Vampire Mark 22.

It has been discovered that aircraft have been delivered to the Service with a blanking plate omitted from Rib 1 on the port wing. The purpose of this plate is to blank off a redundant hole leading to the tank bay to reduce this fire hazard.

At the earliest opportunity and not later than the next Engine Change the following procedure is recommended:-

Continued.....

1. Refer to the repair Drawing No. R. 15. W. 101 and manufacture the blanking plate and the bolt attachment plate and apply anti corrosive treatment as laid down in the appropriate Air Publication.
2. Locate the redundant hole on the port wing along the centre line of the rib 1 immediately aft of the air intake. Some holes will be found blanked off with adhesive tape and sprayed silver, giving the impression that the hole is already correctly blanked off, this tape is to be removed.
3. Prior to the assembly of the blanking plate, it is suggested that the bolt attachment plate is secured with a piece of string until one bolt has been secured to the plate. This is to prevent the possibility of the bolt attachment plate dropping inside the tank bay during assembly.

Record on the appropriate Form.

This information has been issued by the Ministry of Supply as Special Techn<sup>l</sup> Instruction/Vampire/120.

Future production aircraft will have this blanking plate fitted.

SUB HEADING 11 ELECTRICAL INSTALLATION.

Electrical Cables in Nose Compartment: Chafing.

N/A RRAF

Vampire Marks 5 and 9.

Cases have been reported of the electrical cable assemblies for the R. 3121 receiver, G45. Jamera and nose undercarriage, which are situated in the nose compartment and routed along the starboard nose wheel support strut, being severely chafed by the constant fouling of the R. 3121 receiver.

At the earliest opportunity, but not later than the next primary star servicing, the following procedure is recommended:-

1. Remove the detachable nose fairing and the R. 3121 receiver.
2. Locate the electrical cables routed on the starboard diagonal nose wheel strut. Cut the twine lashings securing the cables and examine for damage; repair or replace as required.
3. The cables are to be re-routed inboard and downward around the starboard tubular strut. Re-lash at a minimum of four suitable positions along the strut with wax coreless twine and apply a coat of shellac to the twine lashings.

Continued.....

4. Refit the R.3121 receiver. In cases where the cable has been repaired or replaced an insulation and continuity check is to be carried out on the appropriate service affected.
5. Refit the detachable nose fairing.

Record on the appropriate form.

This information has been issued by the Ministry of Supply as Special Technical Instruction/Vampire/121 (Corrected).

SUB HEADING 4. CONTROLS FLYING.

Rudder and Elevator Control Stops:

Vampire Marks 11 and 55.  
Sea Vampire Mark 22.

*Satisfied*

To ensure that rudder and elevator extreme movement are obtained in flight the method of using the control stops in the cockpit to govern the ranges of travel ( see AP.4099J, Vol.1, Section 3 Chap.4.) and AP.4269C, Vol. 1) has now been cancelled. The purpose of this instruction is to utilise the rear stops to control the rudder and elevator travels.

At or before the next Primary Star Servicing proceed as follows:-

1. Screw in to the maximum the rudder stops in the cockpit at the rear face of Bulkhead 1 forward of the rudder pedals and the elevator quadrant stops shown in AP. 4099J, Vol.1, Section 3, Chapter 4 Figure 14.
2. With rudder and elevator controls operated from the cockpit, obtain the correct rudder and elevator movements by adjusting the rear control stops situated at the rear diaphragm of each boom (shown at Figure 15 of A.P.).
3. With the rudder and elevator movements now controlled by the rear stops, adjust the cockpit stops to obtain a clearance of .20 inches at the rudder control and .030 inches at the elevator control when the rear stops are engaged.
4. Check all stops for security and locking.

Record on the appropriate form.

Production aircraft now embody this requirement.  
Appropriate Air Publications are being amended.

This information has been issued by the Ministry of Supply as Special Technical Instruction/Vampire/122.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V No 490



DATE 12.5.54.

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.

VAMPIRE MK.11 AIRCRAFT - STORAGE FOR  
PILOTS NOTES - INTRODUCTION.

CLASS C/3

MOD. NO. VAMPIRE 3175 ISSUE 2.  
AMENDMENT NO. 1.

Further to Technical News Sheet No. V.453 herewith amendment No.1.

SUB HEADING 8. GENERAL.  
SUB HEADING 23. INSTRUMENTS.

Instruction to Pilots/Vampire/1.  
Pacitor Fuel Contents Gauges: Vampire FB.5 and FB.9.

Herewith an extract from Air Ministry postogram ref.C.49714/52/A.F.38/  
T.F.2 dated 14th April, forwarded for information and action where necessary.

The Pacitor type fuel gauges, fitted in the above aircraft, have been calibrated to read 330 gallons when the tanks are full (330 gallons) and zero gallons when about 30 gallons remain. On pre-mod 694 aircraft, about 30 gallons of fuel is unusable, and the gauges thus indicate available fuel correctly, but embodiment of Mod. 694 makes a further 25 gallons available when the gauges read zero.

2. Modification action is in hand to ensure that fuel gauges read zero when all usable fuel has been consumed, irrespective of the Mod. state.

3. Para. 34 (IV) of A.P.4099E and G - Pilots Notes will be amended to give the finalised details of fuel contents indication.

SUB HEADING 14. SERVICES AIRCRAFT.  
SUB HEADING 16. UNDERCARRIAGE.

Special Technical Instruction/Vampire/109A.  
Nose-Wheel Jack Flexible Pipes: Chafing.

Continued.....

The Contractor has found reason to change the dimensions quoted in the above S.T.I. and on Drawing R.15S.108 attached thereto.

S.T.I./Vampire/109 dated 2nd January, 1954, is to be amended as follows:-

- (1) Para. (D), Part 2. Sub-para. 4: Delete " $5\frac{1}{2}$ " and " $2\frac{3}{4}$ " and substitute " $4\frac{1}{2}$ " and " $2\frac{1}{2}$ ".
- (2) DRAWING R.15 S.108
  - (a) Dimensions at top centre: Delete " $5\frac{1}{2}$ " and insert " $4\frac{1}{2}$ ". Delete " $2\frac{3}{4}$ " and insert " $2\frac{1}{2}$ ".
  - (b) Sketch of Bracket in fitted position: Insert new horizontal dimension " $1\frac{1}{8}$ " between RH. attachment bolt and double lines which are the forward edge of the well.
  - (c) Detail of Bracket, Side Elevation: Delete " $1\frac{1}{2}$ " and substitute " $2$ ".
  - (d) Drawing No. Insert above "R.15.S.108" "Amended by STI/Vampire/109A."

DE HAVILLAND SERVICE

AIRSPPEED DIVISION

CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE  
CHRISTCHURCH 1600

CABLES  
HAVILLAND TELEX CHRISTCHURCH

TELEX  
CHRISTCHURCH 41-536

TECHNICAL NEWS SHEET

SERIES V

No 490

Issue 2

DATE 28.2.1958



*Nothing  
issued on  
issue 1.*

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

This Technical News Sheet cancels and supersedes Issue 1 dated 12.5.1954.

The following items, which were published on Issue 1 of this news sheet, have now been removed :-

1. Modification 3175 issue 2, amendment 1 - this has been deleted as all modification information is now covered by Modification News Sheets.

2. Special Technical Instruction/Vampire/109A - this has now been transferred to T.N.S. V. 469, issue 2 and included in S.T.I./Vampire/109.

The information below has been transferred from Issue 1 of this news sheet without alteration to the text.

PACITOR FUEL CONTENTS GAUGES:  
ALLOWANCES FOR UNUSABLE FUEL.

Vampire Marks 3, 5, 6, 9, 50, 52, 52A.  
Sea Vampire Marks 20, 21.

Herewith an extract from Air Ministry postagram ref. C.49714/52/A.F. 38/T.F.2 dated 14th April, forwarded for information and action where necessary.

The Pacitor type fuel gauges, fitted in the above aircraft, have been calibrated to read 330 gallons when the tanks are full (330 gallons) and zero gallons when about 30 gallons remain. On pre-mod 694 aircraft, about 30 gallons of fuel is unusable, and the gauges thus indicate available fuel correctly, but embodiment of mod. 694 make a further 25 gallons available when the gauges read zero.

Modification action is in hand to ensure that the fuel gauges read zero when all usable fuel has been consumed, irrespective of the Mod. state.

Para. 34 (IV) of A.P.4099E and G- Pilots Notes will be amended to give the finalised details of fuel contents indication.

This information has been issued by the Ministry of Supply as Instruction to Pilots/Vampire/1.

*Actioned on AM info*  
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DE HAVILLAND SERVICE

AIRSPPEED DIVISION

CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE  
CHRISTCHURCH 1600

CABLES  
HAVILLAND TELEX CHRISTCHURCH

TELEX  
CHRISTCHURCH 41-536

TECHNICAL NEWS SHEET

SERIES V

No. 490

Issue 3

DATE 2.4.1958



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

This News Sheet cancels and supersedes Issue 2 dated 28.2.1958.

The following alterations were made at Issue 2 of this news sheet :-

1. Modification 3175, issue 2, amendment 1 - this was deleted as all modification information is now covered by Modification News Sheets.
2. Special Technical Instruction/Vampire/109A - this was transferred to T.N.S. V.469, issue 2 and included in S.T.I./Vampire/109.

VAMPIRE AIRFRAME, GENERAL CIRCULATION  
SUB HEADING 8. GENERAL

23. INSTRUMENTS.

PACITOR FUEL CONTENTS GAUGES:  
ALLOWANCES FOR UNUSABLE FUEL.

Instruction to Pilots /Vampire / 1, which was published on earlier issues of this news sheet, was cancelled by Special Technical Notice/ Procedure/11, dated 7. 3. 1956.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V No. 491



DATE 17.5.54

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.  
SUB HEADING 16 UNDERCARRIAGE.

Special Technical Notice/Vampire/21  
Hydraulic Hand Pump: Ground Operation.

A series of undercarriage failures has occurred due to the fracturing of one of the following components:-

- (1) Top Hydraulic jack attachment bolt, Part No. G00.1825 (Pre-Mod. 3153).
- (2) Jack operating sleeve, Part No. G00.43A, which forms part of the radius rod assembly.
- (3) Jack operating lever, Part No. G00.1007-8 assembled at the top forward face of the compression leg and in some cases, shearing of the lever attachment bolts.

2. The reason for these failures is due to the hand pump being capable of delivering 4000 lb. per sq. in. pressure, with very little manual effort on the part of the operator to the undercarriage and flap hydraulic jacks and is attained because no relief valve is included in the hand pump system. As this pressure is far in excess of the design loading, considerable overloading can occur although it is not likely to be immediately apparent.

3. This damage is only likely to occur in cases where the hydraulic jacks are out of adjustment i.e., non-existence of 1/16-3/32" kidney slot clearance for the main undercarriage radius rod assembly in the fully retracted position. The maladjustment of the kidney slot is considered due to the appropriate Air Publication detailing the incorrect sequence of radius rod adjustments. STN/Vampire 19 details the correct sequence of adjustment.

4. In future during all ground operation of the hydraulic hand pump the manually operated non return valve is to be operated. This valve is situated on the aft face of Bulkhead 2 below the floor level on the port side, access to the valve is gained by the removal of the port cannon bay door fairing. It is essential if the valve is wedged open, that a red flag is attached to the wedge as on completion of the ground operation the releasing of this valve may be overlooked.

Continued.....



5. It is to be noted that on ground operation the main undercarriage will retract at approx. 500 lb.per.sq.in. and the nose leg at approx. 1000 lb per sq.in. If pumping is continued after the jacks have reached the end of their travel, with the non return valve closed, 4000 lb.per.sq.in. pressure can be built up in the undercarriage and flap jacks in one and a half strokes of the hand pump. With the non return valve operated, any excess pressure will be diverted to the hydraulic accumulator. It is unlikely that, with the valve operated, it will be physically possible to pump more than 2700 lb.per sq.in. pressure. In the event of there being any excess pressure the thermal relief valve will operate at 3000 lb per sq.in.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No. 492



DATE 13.5.54.

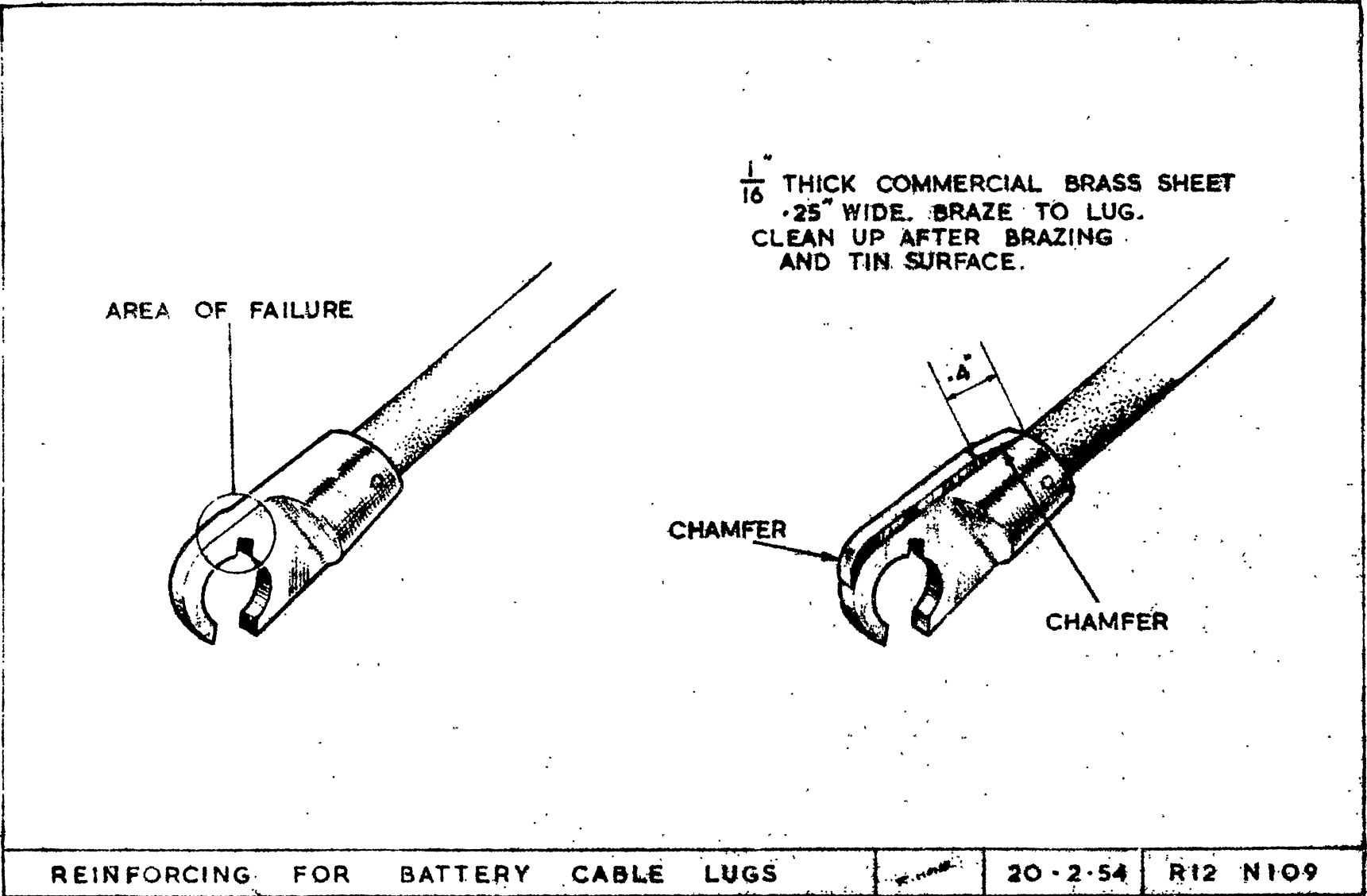
ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES  
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

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

- (A) Special Technical Instruction/Vampire/124.  
Battery Cable Terminal Lugs: Failure.
- (B) Vampire NF. 10 aircraft.
- (C) Cases have been reported of the failure of the battery cable terminal lug Part Nos. 12.20N. 1249 and 13.N.719-721-723. In all cases the failures have occurred across the narrow portion of the lug at the base of the location slot. The purpose of this instruction is to strengthen the lug.
- (D)(1) On receipt of this instruction, modify any spare lugs held in as spare or in Store as shown on (Drawing No.R.12.N.109)
  - (2) Change those fitted on aircraft for the modified version as soon as convenient, and not later than the next Servicing.
- (E) Record on the appropriate Form.
- (F) NIL.
- (G) Mod. 3330, when embodied, will render compliance with this Instruction unnecessary.

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C1



DE HAVILLAND SERVICE  
AIRSPEED DIVISION

CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE  
CHRISTCHURCH 1600

CABLES  
HAVILLAND TELEX CHRISTCHURCH

TELEX  
CHRISTCHURCH 41-536

TECHNICAL NEWS SHEET

SERIES V No. 492

Issue 2 DATE 27.2.1958



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

This Technical News Sheet cancels and supersedes Issue 1 dated 13.5.1954.

Special Technical Instruction/Vampire/124, published on Issue 1 of this news sheet, has been amended in accordance with S.T.I./Vampire/124 Correction (formerly on T.N.S. V. 493, issue 1), and is reproduced below in its fully corrected form. The last amendment to this instruction was dated 14. 5. 1954.

VAMPIRE AIRFRAME, GENERAL CIRCULATION  
SUB HEADING 11. ELECTRICAL INSTALLATION

BATTERY CABLE TERMINAL LUGS: FAILURE

Vampire Marks 10 and 54 without modification 3330 (to introduce strengthened accumulator lugs) embodied.

Cases have been reported of the failure of the battery cable terminal lug Part Nos. 12.20N. 1249 and 13N. 719-721-723. In all cases the failures have occurred across the narrow portion of the lug at the base of the location slot. The purpose of this instruction is to strengthen the lug.

On receipt of this instruction, modify any spare lugs held as spare or in Store as shown on Drawing No. R. 12.N. 109.

Change those fitted on aircraft for the modified version as soon as convenient, and not later than the next Primary Star Servicing.

Record on the appropriate Form.

Mod. 3330, when embodied, will render compliance with this Instruction unnecessary.

This information has been issued by the Ministry of Supply as Special Technical Instruction/Vampire/124 (Corrected).


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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V. No 493  


DATE 20.5.54

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.

Special Technical Instruction/Vampire/124: CORRECTION.  
Battery Cable Terminal Lugs: Failure.

STI/Vampire/124 dated 8th May, 1954 contained an error. The words "Primary Star" were omitted from Para. (D) (2) line 2, between "next and "Servicing". All concerned are to make the necessary correction.

SUB HEADING 11 ELECTRICAL INSTALLATION.

Special Technical Instruction/Vampire/121: CORRECTION.  
Electrical Cables in Nose Compartment: Chafing

STI/Vampire/121 dated 28th April 1954 is to be corrected as follows:-

Para. (C), Line 2: Delete "compass" and substitute "camera".

SUB HEADING 4 CONTROLS, FLYING.

Vlc 3: Sect 2 Sub Sect A11  
Rudder Mass Balance Weight Arm - Fracture.

*Steel/PSE*

Cases have been reported of fracture of the rudder mass balance weight arm, Part No. K.00339A, situated at the rear of each tail boom.

Fractures have been experienced in both the top and **bottom** levers of the arm assembly.

Pending the results of the investigation which is now proceeding operators are warned of the excessive loads which can be applied to the rudder mechanism during ground operation, and also of the necessity to lock the rudder pedals when an aircraft is left unattended in windy conditions.

*correct: STINS Vlc 3  
Date: 20.5.54*

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# DE HAVILLAND SERVICE

AIRSPED DIVISION

CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE  
CHRISTCHURCH 1600

CABLES  
HAVILLAND TELEX CHRISTCHURCH

TELEX  
CHRISTCHURCH 41-536

## TECHNICAL NEWS SHEET

SERIES V No 493

Issue 2

DATE 27.2.1958



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

This Technical News Sheet cancels and supersedes Issue 1 dated 20.5.1954.

Special Technical Instruction/Vampire/124 (Correction), which was published on Issue 1 of this news sheet, has been transferred to T.N.S. V. 492, issue 2, and incorporated into S.T.I./Vampire/124.

Special Technical Instruction/Vampire/121 (Correction), which was published on Issue 1 of this news sheet, has been transferred to T.N.S. V. 489, issue 2, and incorporated into S.T.I./Vampire/121.

The information printed below has been transferred from Issue 1 and a note about modification action has been added to the original text.

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

### RUDDER MASS BALANCE WEIGHT ARM - FRACTURE

Vampire/Sea Vampire Marks 1, 3, 5, 6, 9, 10, 11, 20, 21, 22, 50, 52, 52A, 54, 55 and 55A without modification 3344 (Introduction of a strengthened rudder balance weight arm - for Trainer Marks 11, 22, 55 and 55A only) embodied.

Cases have been reported of fracture of the rudder mass balance weight arm, Part No. K.00339A, situated at the rear of each tail boom.

Fractures have been experienced in both the top and bottom levers of the arm assembly.

Operators are warned of the excessive loads which can be applied to the rudder mechanism during ground operation, and also of the necessity to lock the rudder pedals when an aircraft is left unattended in windy conditions.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V

NO. 494



DATE 24 5 54

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

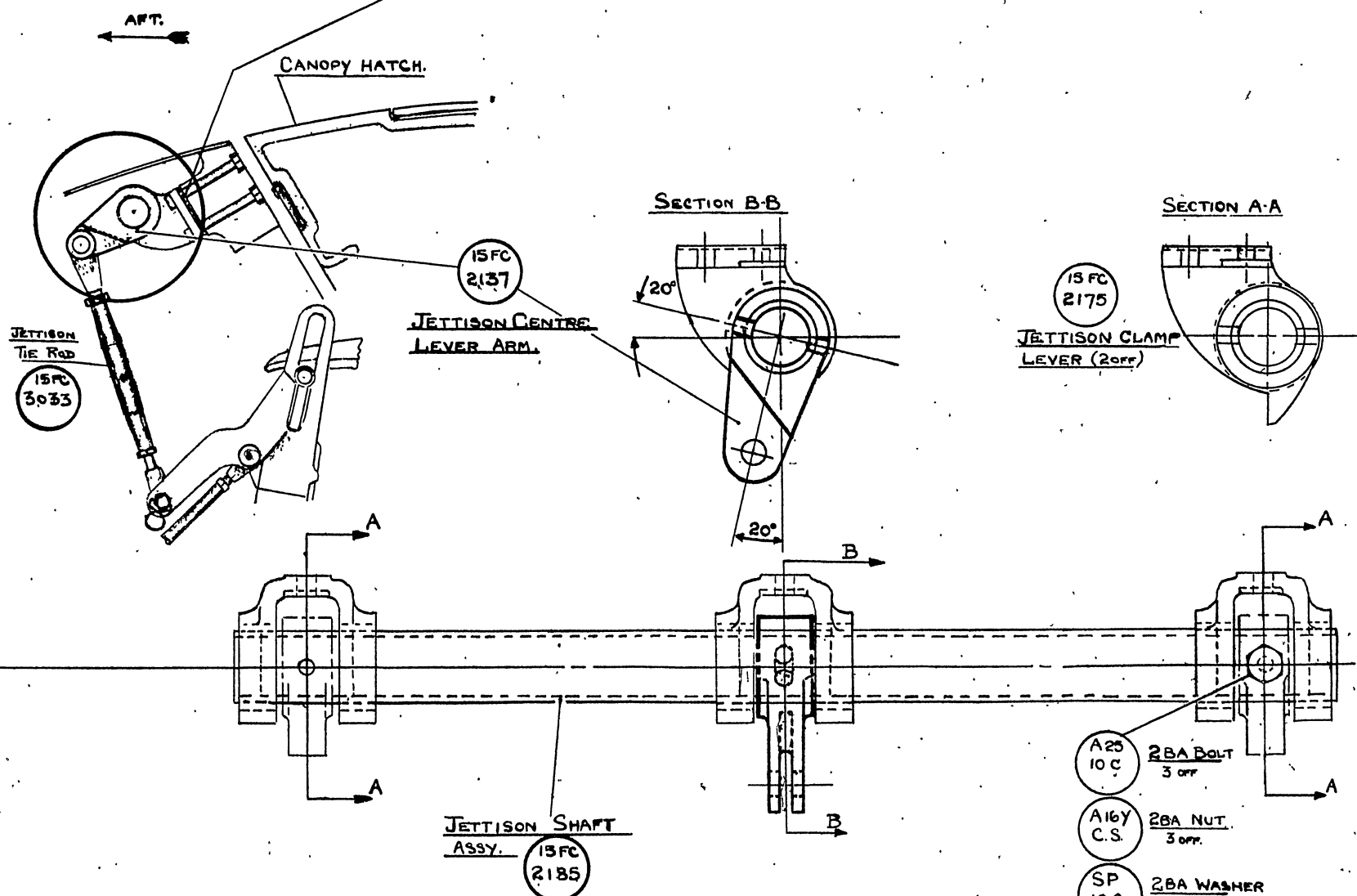
VAMPIRE AIRFRAME, GENERAL CIRCULATION.  
SUB HEADING 7 FUSELAGE ASSEMBLY.

*Vol 3:2: 522 18802/*

- (A) Special Technical Instruction/Vampire/123  
Canopy Hatch Jettison Mechanism: Faulty Assembly.
- (B) Vampire Mk.T.11 and Sea Vampire Mk.T.22 embodying Mod.3151 and Hatch Jettison Shaft Assemblies held as spare or in Store.
- (C) Cases have been reported where the centre lever arm, Part No. 15FC.2137, has been incorrectly assembled to the hatch jettison shaft, Part No. 15FC 2185A. The lever is secured to the shaft by a 2BA bolt, Part No. A25 10C, and contains an angled cutaway. If incorrectly fitted the lever will foul the jettison tie rod, Part No. 15FC3303A. This will prevent the full movement of the shaft and will not allow the hinges to disengage to effect a satisfactory jettison.
- (D) 1. At or before the next Primary Servicing proceed as follows:-
- (1) Refer to the attached (Drawing, No.R15 FC 105), and check for the correct assembly of the centre lever arm to the jettison shaft.
  - (2) Where this assembly is incorrect, the lever is to be removed from the shaft and refitted correctly to the drawing requirements. To correct shaft assemblies on aircraft, the hatch is to be removed in accordance with the relevant A.P. The shaft can then be removed from the canopy arch and the lever assembled correctly.
  - (3) Refit all components in accordance with the relevant A.P.
- (2) Canopy hatch jettison shaft Assemblies, Part No. 15FC.2185 (Issue 4) held as spare or in Store are to be checked (and rectified where necessary) before installation or issue as applicable.
- (E) Record on the appropriate form and label spare assemblies.
- (F) Nil.
- (G) Redesign of the lever is contemplated, dispensing with the angled cutaway.

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SHIMS .06" NOMINAL THICKNESS LA 3  
 A25 10C 2BA BOLTS 2 off  
 SP 10C WASHERS 2 off  
 A43 2002/C1 STIFFNUT 2 off



- (A25 10C) 2BA BOLT 3 off
- (A16Y C.S.) 2BA NUT 3 off
- (SP 10C) 2BA WASHER 3 off
- (SP9 C 8) SPLIT PIN 3 off

VAMPIRE MK II & 22 Post Mod 3151

**CANOPY JETTISON SHAFT ASSEMBLY** 13FC 105



# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V No. 495



DATE 27.5.54

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. Special Technical Instruction/Vampire/125.  
Control Column Chain Guards : Insecurity.
- B. Vampire Mk.10
- C. Cases have been reported where the bottom of the control column chain guards have been found insecure at the forward protrusion of the lower pivot casting due to the guards being too short. The security of these guards at the bottom is dependent on the positive engagement of the guards into the casting. The purpose of this instruction is to fit a fibre block to the rear guard where the guards are too short, the block being inserted into the casting.
- D. At or before the next Intermediate Servicing proceed as follows:-
1. Open out the sock at the base of the control column and check for the satisfactory engagement of the guards into the lower pivot casting.
  2. Where it is found that the guards are not long enough to protrude a minimum of .15 inches into the casting the following work is to be carried out. (The depth of the casting section is .30 inches). This will necessitate the removal of the sock assembly and the forward chain guard.
  3. Refer to the attached (Drawing R.12.CF.106) and manufacture a fibre block as detailed on the drawing. The 2BA bolt holes are to be counter-sunk on the forward face of the block.
  4. With the bottom side of the block flush with the lower side of the casting protrusion drill the rear guard in conjunction with the block.
  5. Attach the block to the rear guard with two 2BA bolts Part No. AS. 124250 and thin nuts Part No. A.24CT. Peen the bolts to lock.

Continued.....

6. Check for cleanliness and refit the forward guard and sock assembly.

7. Check the aileron controls for freedom of movement.

E. Record on appropriate form.

F. Nil

G. Nil.

Production aircraft will satisfy this requirement as the longer guards are now fitted.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
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## TECHNICAL NEWS SHEET

SERIES V No 496



DATE 1.6.54

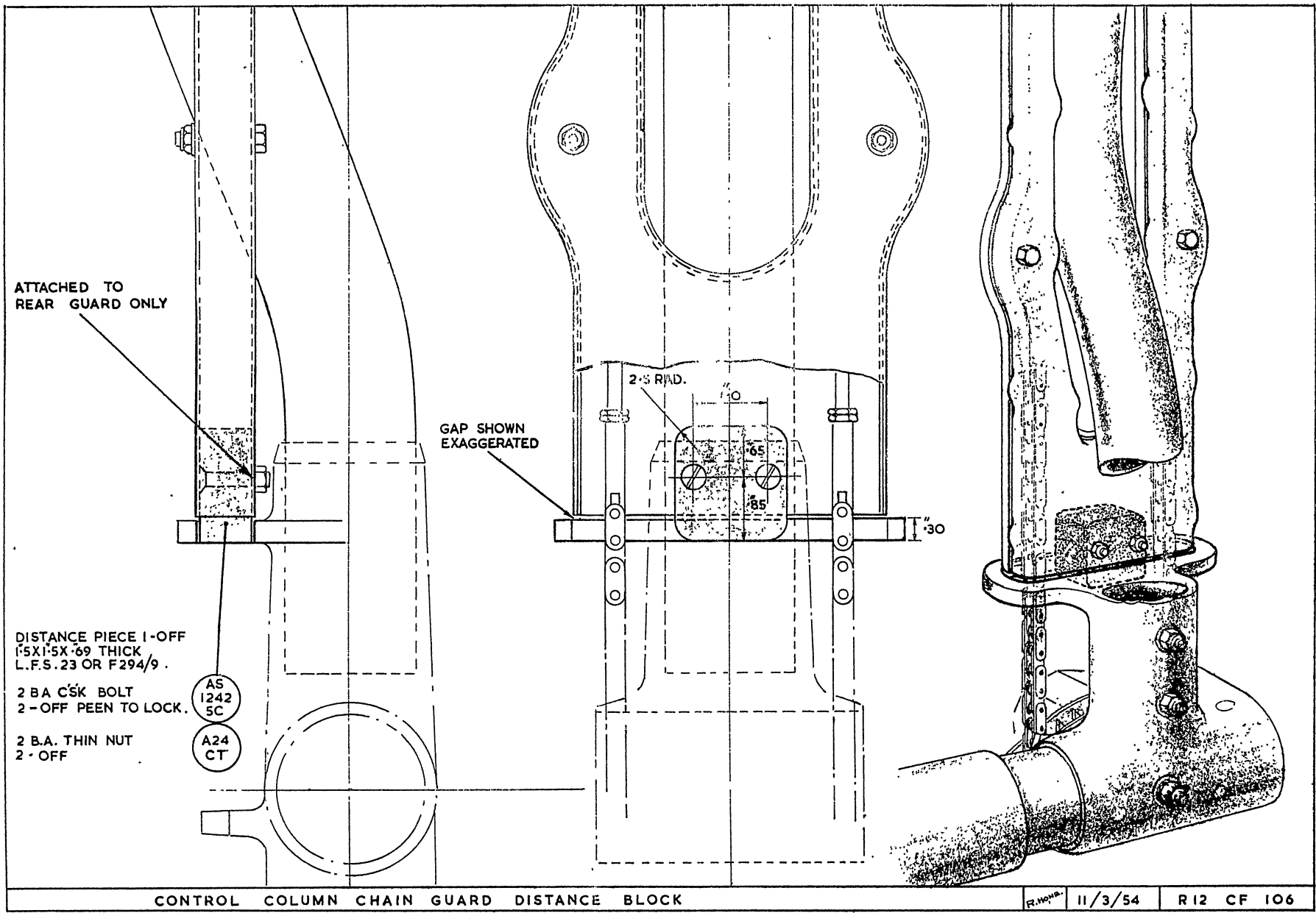
ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES  
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

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

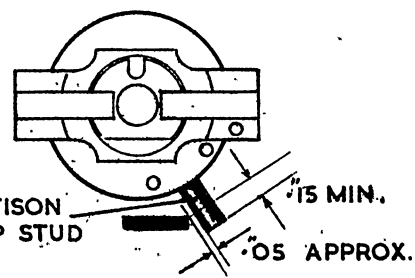
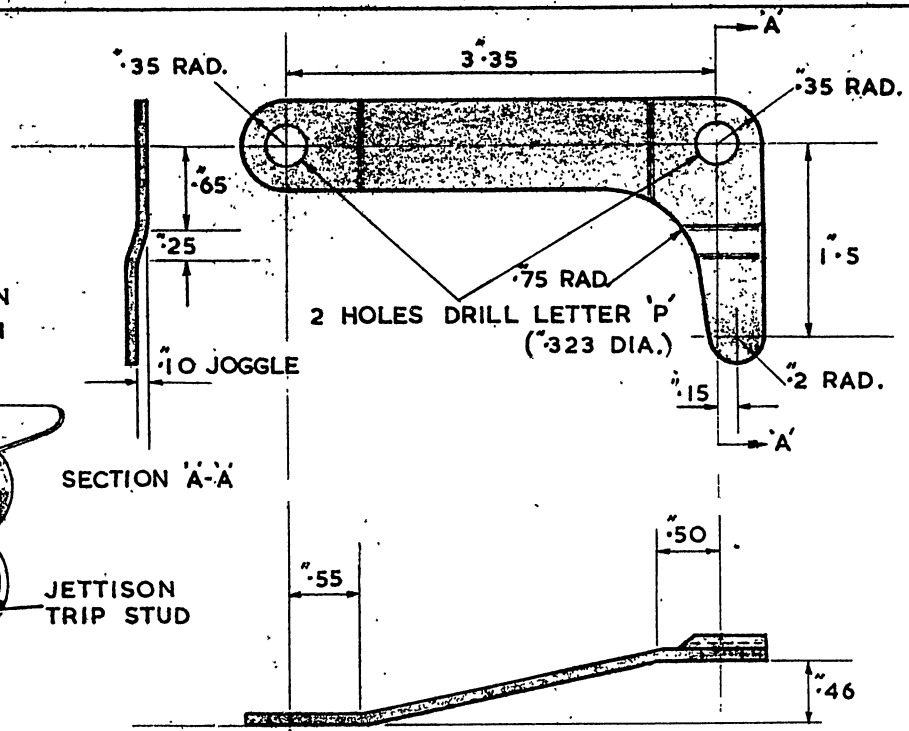
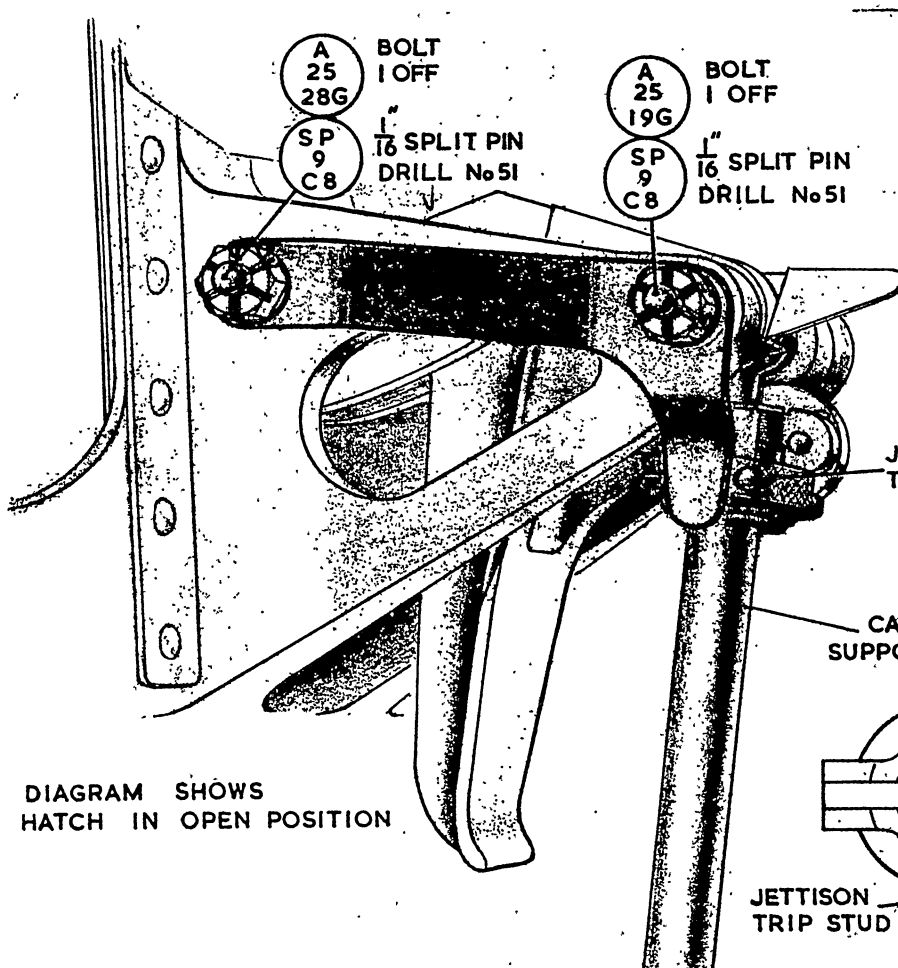
*Vol 13:2:DJH issued*

- A. Special Technical Instruction/Vampire/126  
Canopy Hatch : Inadvertent Jettisoning on the Ground.
- B. Vampire Mkcs. T.11 and Sea Vampire T.22.
- C. Cases have been reported of the canopy hatch (introduced on Mod Vampire 3151) being inadvertently jettisoned on the ground. This is due to personnel clasping the hatch bracket to which the support strut is attached in order to obtain assistance into the cockpit. Under the existing conditions they are liable to operate the hatch jettison trip stud situated at the top of the hatch support strut and in this case the hatch will fall backwards causing considerable damage to the hatch and the aircraft.
- D. At the earliest opportunity but not later than the next Primary Star Servicing proceed as follows:-
1. Refer to (Drawing No. R.15.FC.106) attached and manufacture the jettison guard shown.
  2. Raise the canopy hatch to the open position.
  3. Support the hatch securely and replace the existing bolts Part No. A25-28G and A25-19G with new bolts. The reason for this is that with the new guard fitted the split pin holes will be altered.
  4. Assemble the new jettison guard as shown on the Drawing and refit existing castle nuts and washers.
  5. Drill No. 51 split pin hole in each bolt and **re-split pin.**
- E. Record on the appropriate Form.
- F. Nil.
- G. Compliance with this S.T.I. will be unnecessary on the embodiment of Mod Vampire 3321 which introduces an identical canopy hatch jettison guard.

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APPLICABLE TO PREFABRICATED HATCH ONLY  
 INTRODUCED ON MOD VAMPIRE 3151



MAKE FROM 14 SWG ALCLAD L72  
 FINISH IN ACCORDANCE WITH  
 RELEVANT PUBLICATIONS

CANOPY HATCH JETTISON GUARD VAMPIRE T11 ONLY R.HONE. 3/5/54 R 15 FC 106

TECHNICAL NEWS SHEET

SERIES V.

No. 499



DATE 10.6.54

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.

*Vol 7 Sect 1 Sub Sect D1 issued* PRELIMINARY WARNING.

VAMPIRE AIRCRAFT all marks with Goblin engines embodying Mod. 572. Case reported of complete Electrical failure in flight caused by cable Unipren 70 between 60 amp. fuse at port wing root and plug C12-2 in JB2 chafing and shorting against nut cap for oil sump banjo pillar Ref. 36KK/134 Part Number N.663 and cap nut locking wire. AP.4121B VOL. 3. Part I Page 27 Item 19 refers.

Before next flight examine all VAMPIRE aircraft with GOBLIN engines embodying MOD 572 to ensure that five leads clipped to fireproof bulkhead adjacent to oil sump cap nut are flush and have adequate clearance. I.F.F. aerial lead is NOT repeat NOT to be included in this clip but secured separately. Renew Cables showing signs of damage.

SUB HEADING 11 ELECTRICAL INSTALLATION.  
SUB HEADING 14 SERVICES AIRCRAFT.

*Vol 3 Sect 2 Sub Sect A6 issued* Special Technical Notice/Vampire/27.

Undercarriages Emergency Retraction Switch: Locking.

Herewith an extract from Air Ministry postagram A.121501/52/Air. Eng 3 dated 28th April, 1954, forwarded for information and action where necessary:-

An instance has been reported of incorrect locking of the undercarriage emergency retraction switch on Vampire aircraft. The locking wire used was of too thick gauge and was wrongly secured to the switch toggle, making it impossible to operate the switch and break the wire by manual pressure.

2. The attention of all Units is drawn to the appropriate Servicing Schedules to ensure that the correct gauge of locking wire is used and that it is secured to the hole near the root of the toggle and not to the larger hole which is near the tip.

3. To avoid any misunderstanding the gauge of wire to be used for this purpose is 26 s.w.g. copper locking wire and Servicing Schedules should be amended as necessary.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V No 501



DATE 22.6.54.

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/127.  
(Superseding and Cancelling S.T.I./Vampire/114).  
Voltage Regulator and Cut Out Unit, Type B: Charring  
of Base.
- (B) Vampire N.F.10 aircraft. *N/A*
- (C) Cases have been reported of the charring of the paxolin base in the vicinity of the ballast resistance of the voltage regulator situated at the starboard side of the ammunition bay on the rear face of bulkhead 2.
- (D) As soon as possible, and not later than the next Intermediate Servicing, proceed as follows:-
1. Open starboard ammunition door and remove the voltage regulator from the aircraft.
  2. Where an asbestos screen has been fitted to the regulator under the terms of STI/Vampire/114 remove and dispose of the screen and spacing washers.
  3. Manufacture a plate, the same size as the existing base plate of the regulator from 16 gauge dural, aluminium, or alclad sheet, and drill four fixing holes.
  4. Replace regulator in aircraft with the metal plate between the regulator base and the bulkhead; so that surface contact is made between regulator, plate, and bulkhead, respectively.
- (E) Record on appropriate forms.
- (F) NIL.

Continued.

- (G) Modification 3327, where embodied, will render compliance with this instruction unnecessary.

SUB HEADING 13 RADIO.

- (A) Special Technical Instruction/Vampire/128.  
S.R.I.M. 1246: Short Circuiting of Cable. *N/A*
- (B) Vampire F.3, FB.5 and FB.9 fitted with S.R.I.M. 1246, Standby V.H.F.
- (C) A false indication of high jet pipe temperature was given when the metal braiding of the S.R.I.M. 1246 cable shorted on the terminals of the Jet Pipe Temperature Gauge.
- (D) At or before the next Primary Servicing proceed as follows:-
  - (1) Locate the portion of the S.R.I.M. 1246 cable (running from the T.R.1934 relay at the bottom left hand fixed instrument panel through an insulating conduit to the left hand corner of the flying instrument panel) which emerges as a bare braided cable and passes behind the jet pipe temperature gauge.
  - (2) Cover connector No.3. with Tubing, synthetic, flexible Ref. 5F/2034 from the point where the connector passes through the Instrument panel to the end of the metal braiding.
- (E) Record on the appropriate Form.
- (F) NIL.
- (G) NIL  
Instructions for installation of S.R.I.M. 1246 have been amended.

SUB HEADING 23 INSTRUMENTS.

- (A) Special Technical Instruction/Vampire/129.  
Pitot Static System - Corrosion. *Issued*
- (B) Vampire and Sea Vampire All Marks.
- (C) Cases reported of corrosion on pressure pipe from pitot Head in Port boom. Corrosion caused by electrolytic action between tube and gauze packing under securing cleats following ingress of moisture. Gauze fitted not Cadmium coated.

Continued.....



(D) At next Primary Servicing proceed as follows:-

- (a) Inspect packing gauze under securing cleats throughout Pitot Static System.
- (b) If Cadmium coated gauze fitted no further action required.
- (c) If not Cadmium Coated remove cleat and gauze.
- (d) Inspect pipes for corrosion and renew as required.
- (e) Replace cleats using gauze brass cadmium plate stores Reference 30B/1145.

(E) Record on Appropriate Form.

(F) Report cases of corrosion found and Serial number of aircraft to RDA/Defects.

(G) NIL.

Future production will embody the above requirements.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
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## TECHNICAL NEWS SHEET

SERIES V

No 501  
Issue 2



DATE 28.2.57.

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

This Technical News Sheet cancels and supersedes Issue 1 dated 22.6.54.

Issue 2 of this news sheet is the same as Issue 1 except for STI/Vampire/129, which has now been amended by 129A, dated 7th October, 1954, (formerly shown on Technical News Sheet V.517, Issue 1.)

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

- (A) Special Technical Instruction/Vampire/127  
(Superseding and Cancelling S.T.I./Vampire/114)  
Voltage Regulator and Cut Out Unit, Type B:  
Charring of Base.
- (B) Vampire N.F.10 aircraft.
- (C) Cases have been reported of the charring of the paxolin base in the vicinity of the ballast resistance of the voltage regulator situated at the starboard side of the ammunition bay on the rear face of Bulkhead 2.
- (D) As soon as possible, and not later than the next Intermediate Servicing, proceed as follows:-
1. Open starboard ammunition door and remove the voltage regulator from the aircraft.
  2. Where an asbestos screen has been fitted to the regulator under the terms of STI/Vampire/114 remove and dispose of the screen and spacing washers.
  3. Manufacture a plate, the same size as the existing base plate of the regulator from 16 gauge dural, aluminium, or alclad sheet, and drill four fixing holes.
  4. Replace regulator in aircraft with the metal plate between the regulator base and the bulkhead, so that surface contact is made between regulator, plate and bulkhead, respectively.

Cont.....

Sheet 2.

- (E) Record on appropriate forms.
- (F) Nil.
- (G) Modification 3327, where embodied, will render compliance with this Instruction unnecessary.

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SUB HEADING 13, RADIO.

- (A) Special Technical Instruction/Vampire/128.  
S.R.I.M. 1246. Short Circuiting of Cable.
- (B) Vampire F.3, FB.5, and FB.9 fitted with S.R.I.M. 1246, Standby V.H.F.
- (C) A false indication of high jet pipe temperature was given when the metal braiding of the S.R.I.M. 1246 cable shorted on the terminals of the Jet Pipe Temperature Gauge.
- (D) At or before the next Primary Servicing proceed as follows:-
  1. Locate the portion of the S.R.I.M. 1246 cable (running from the T.R. 1934 relay at the bottom left hand fixed instrument panel through an insulating conduit to the left hand corner of the flying instrument panel) which emerges as a bare braided cable and passes behind the jet pipe temperature gauge.
  2. Cover connector No. 3 with Tubing, synthetic, flexible Ref. 5F/2034 from the point where the connector passes through the Instrument panel to the end of the metal braiding.
- (E) Record on the appropriate form.

Instructions for installation of S.R.I.M. 1246 have been amended.

- o - o - o - o -

SUB HEADING 23, INSTRUMENTS.

- (A) Special Technical Instruction/Vampire/129A  
Pitot Static System - Corrosion.
- (B) Vampire and Sea Vampire All Marks.
- (C) Cases reported of corrosion on pressure pipe from pitot head in Port boom. Corrosion caused by electrolytic action between tube and gauze packing under securing cleats following ingress of moisture. Gauze fitted not Cadmium coated.

Cont.....

(D) At next Primary Servicing proceed as follows:-

(a) Inspect packing gauze under securing cleats of the pitot static pipe lines in the port boom.

NOTE: Subject to visual inspection for corrosion and a leak test on the pitot static system at each Primary Servicing checking at the cleat at the rear of the port boom may be deferred until the next Intermediate Servicing.

(b) If Cadmium coated gauze fitted no further action required.

(c) If not Cadmium Coated remove cleat and gauze.

(d) Inspect pipes for corrosion and renew as required.

(e) Replace cleats using gauze, brass, cadmium plate, stores reference 30E/1145.

(E) Record on appropriate form.

Future production will embody the above requirements.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V.

No 503.



DATE 6.7.54

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.

PRELIMINARY WARNING/VAMPIRE/6.

*To issue*

Vampire Marks 3, 5, 9, 10, 11, Sea Vampire 20, 21, and 22.

Hydraulic System chafing reported undercarriage down line flexible pipe 27M/7779/Pt.No. AIR 34492 on grease nipple 27M/3908 Pt.No. G00732A. Pipe can also be trapped between nipple and front end fitting for bearing tube 28W/3858 Pt.No. G001056.

Pipe failure can result loss of hydraulic fluid throughout system.

At or before next Primary Servicing inspect undercarriage down line flexible pipe for chafing on grease nipple.

SUB HEADING 16 UNDERCARRIAGE.

Special Technical Notice/Vampire/19A.  
Servicing Guide to Undercarriage Adjustments.

The Contractor reports that the De Havilland Aircraft Company Notes issued under STN/Vampire/19 dated 31st March, 1954 are to be amended as follows:-

1. Sub heading - "Wheel door and leg fairing adjustments", Para. 1: Delete ".060 inch to .10 inch. "Add ".04 inch to .06 inch.
2. Sub heading - "Teleflex cable installation", Para 2: Delete sub para. commencing "It is recommended that prior.....undercarriage approximately 1/3 retracted".

Continued.....

SUB HEADING 12 FUEL SYSTEM.

Special Technical Notice/Vampire/24.  
Fuel system: Modification 3044: Embodiment.

Herewith an extract from Air Ministry postagram Ref.A.96785/51 Air Eng. 1(B) dated 20th May, 1951 forwarded for information and action where necessary:-

Vampire Mark 5 aircraft.

1. Modification Vampire 3044 introduces a relief valve in the vent line and maintains a slightly positive pressure throughout the fuel system: it is classified C/3, the leaflet has been issued and sets are available.
2. When incorporated to the Vampire Mk.5 it is expected to eliminate any difficulty in fuel flow which has occasionally been reported on that aircraft.
3. Its embodiment at the first opportunity, not later than next engine removal, is therefore most strongly recommended: associated airframe modifications are:-
  - (a) Mod. 996 "To reposition self sealing couplings in hydraulic pipe circuit at engine" - C/3 on removal of engine.
  - (b) Mod. 3045 "To introduce lightweight packing in wing tank bays between tank and wing structure" - C/3. (This modification must be fully embodied before Mod. 3044 is incorporated).

SUB HEADING 12 FUEL SYSTEM.

- TO ISSUED
- A. Servicing Instruction/Vampire/49.  
Drop Tanks: Security.
  - B. Vampire aircraft Marks 3,5,9,10,11 Sea Vampire Marks 20,21 and 22.
  - C. Cases have occurred where drop tanks fitted under the port and starboard main planes have become insecure in flight.
  - D. On receipt of this instruction the following work is to be carried out on all drop tanks both installed on aircraft and held in stores:-

Continued....

- (1) Remove and examine the front locating spigot Part No. P002973 which is screwed into the tank front support casting.
- (2) NOTE. For tanks which have NOT flown a check of the peg in situ is sufficient.
- (2) Replace all spigots which show signs of bending or shear and mark the tank to show that this check has been satisfied. See Para (F) below.
- (3) At each Primary servicing where drop tanks are fitted check the tightness of the suspension bolt nut for torque loading at  $450 \pm 50$  lbs ins. The fitting and rigidity of the tank should be in accordance with the relevant Air Publication.

- E. Record in Form 700 and mark SI/Vampire/49 on tanks after first inspection.
- F. Report all cases of damaged spigots to R.D.A. (Defects) copy to R.T.O. at De Havilland Aircraft Co., Christchurch, Hants.
- G. Nil.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V. No 504



DATE 6.7.54.

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.

#### TAIL BOOM REAR FAIRING.

There have been cases reported of difficulty in fitting a new tail boom rear fairing owing to the holes in the new fairing being out of register with the holes in the tail boom.

Drawings J.00905 and J00906 state that fairings may be left undrilled and untrimmed where the fairing joins the boom WHEN MADE AS SPARES.

Operators are advised, therefore, that when ordering "Fairing, at rear end of boom, J00905 and 6", as spares the request should be made that they be supplied in the undrilled and untrimmed condition.

#### SUB HEADING 19 GROUND EQUIPMENT.

##### Special Technical Instruction/Vampire/110 = CORRECTION. Slings Gear: Inability to fit front Attachments.

The Contractor has discovered that the Modification they quoted in Para (C) of S.T.I /Vampire/110 dated 8th January, 1954 was incorrect.

2. The S.T.I. is to be corrected as follows:-

Para (C) Line 3: Delete "Vam 3134" and substitute "GE. 3171"

#### SUB HEADING 7 FUSELAGE ASSEMBLY.

##### Special Technical Instruction/Vampire/111A. (Amending S.T.I./Vampire/111). Canopy Hatch Locking Mechanism: Adjustment.

The Contractor has forwarded information additional to STI/Vampire/111 dated 15th January 1954 calling for a further check of mechanisms previously examined.

Continued.....



2. The S.T.I. is to be amended as follows:-
- (1) Para. (D) 9, 10 and 11: Re-number "10, 11, 12" respectively.
  - (2) Para. (D): Insert new sub-para:-
    - "9. Inspect the adjustable fork end of the link 13.FC.1419 to ensure that there is at least .100 section of material between the base of the milling between the two lugs and the shank. Cases have been found where the milling has been taken too deep leaving insufficient material for safety. Defective items are to be changed".

SUB HEADING 23 INSTRUMENTS.

- A. Special Technical Instruction/Vampire/131.  
A.S.I. Pipes: Fouling.  
(Preliminary Warning Signal MOS 1670/13 May, 1954 refers).

*Reviewed J.S.*
- B. Vampire Marks 3, 5, 9, 10, 11, Sea Vampire Mk.s 20, 21 and T.22 embodying Mod. 3217.
- C. Cases have been reported of the A.S.I. pressure and static pipes fouling on the edge of the aperture in the leading edge of the fin through which they pass to the pitot head. The object of this instruction is to increase the size of the aperture in cases where there is insufficient clearance to prevent this foul.
- D. Before the next primary inspection, proceed as follows:
  1. Remove the pitot head mounting cover by releasing its clamp bolt and six 4 B.A. countersunk screws and carefully withdraw it over the pitot head.
  2. Examine the pipes for damage due to fouling on the edges of the aperture and replace the pipes if so damaged.
  3. In such cases or where the clearance is judged to be so little that it may cause a foul the following action is to be taken:
    - (a) Remove the pitot head and the connections on the ends of the relevant pipes from the fin.

Continued.....

- (b) Examine the top two 4B.A. anchor nuts shown on ( Drawing ROOJ.75 attached) and if they are found to be secured as shown in fig.1. they are to be removed and rotated on their existing centre to the positions shown in fig.2. This is with their straight edge parallel to the fins of the joggle in the fin skin.
- (c) Cut the top half of the aperture back to the edge of the top anchor nuts and blend it with the lower half. Radius the edges and apply protective treatment.
- (d) Slide on over each pipe approximately two inches of protective sleeving. Sisto-flex or any suitable dimensioned rubber tubing may be used. The tubing to be positioned to provide protection for the pipes through the aperture.
- (e) Re-assemble the pipe connections and pitot head and test the system as laid down in the relevant publication.

E. Record on appropriate form.

F. Nil.

G. Nil.

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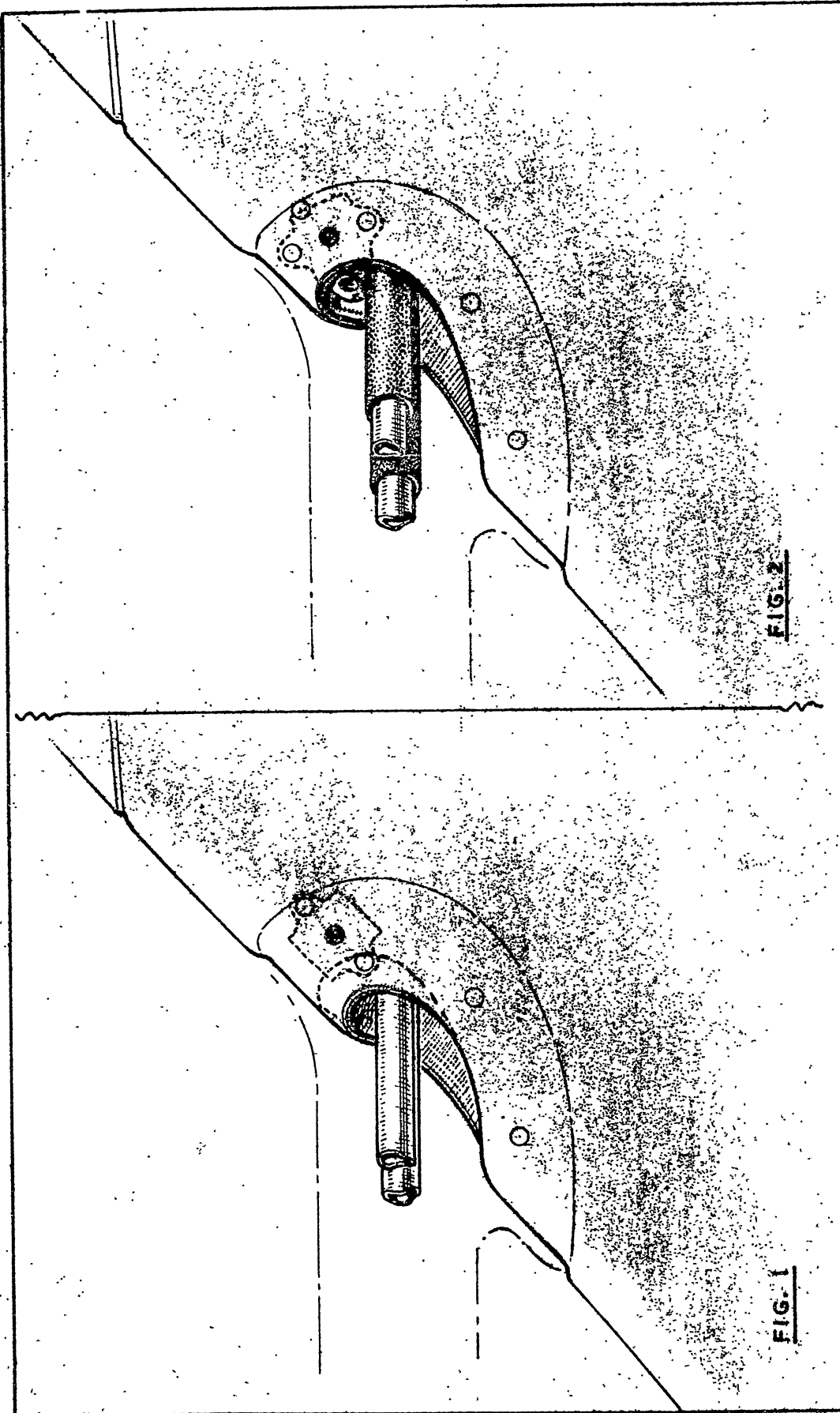


FIG. 1

FIG. 2

THE DE HAVILLAND AIRCRAFT CO., LTD., HATFIELD, HERTS.	VAMPIRE & VENOM PRE MOD. VEN 372	INCREASED CLEARANCE FOR PITOT PIPES IN FIN	1/2"	ROOJ 75
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DE HAVILLAND SERVICE  
AIRSPEED DIVISION

CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE  
CHRISTCHURCH 1600

CABLES  
HAVILLAND TELEX CHRISTCHURCH

TELEX  
CHRISTCHURCH 41-536

TECHNICAL NEWS SHEET

SERIES V No. 504 Issue 2 DATE 27.2.58



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

This Technical News Sheet cancels and supersedes Issue 1 dated 6.7.1954.

The following items, which were included in Issue 1 of this news sheet, have now been transferred to other news sheets:-

1. Special Technical Instruction/Vampire/110 (Correction) - this has now been incorporated into S.T.I./Vampire/110 on T.N.S. V. 469, issue 2.
2. Special Technical Instruction/Vampire/111A - this has now been incorporated into S.T.I./Vampire 111 on T.N.S. V. 470, issue 2.
3. Special Technical Instruction/Vampire/131 - this has now been transferred to T.N.S. V. 509, issue 2 and amended in accordance with S.T.I./Vampire/131 (Correction), which was originally issued on Issue 1 of T.N.S. V. 509, issue 2.

The information below has been reproduced from Issue 1 of this news sheet without alteration.

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

TAIL BOOM REAR FAIRING:  
ALIGNMENT OF ATTACHMENT HOLES

Vampire Marks 3, 5, 6, 9, 10, 11, 50, 52, 52A, 54, 55, 55A.  
Sea Vampire Mark 22.

There have been cases reported of difficulty in fitting a new tail boom rear fairing owing to the holes in the new fairing being out of register with the holes in the tail boom.

Drawings J.00905 and J.00906 state that fairings may be left undrilled and untrimmed where the fairing joins the boom WHEN MADE AS SPARES.

Operators are advised, therefore, that when ordering "Fairing, at rear end of boom, J00905 and 6", as spares, the request should be made that they be supplied in the undrilled and untrimmed condition.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V.

NO. 505



DATE 14.7.54.

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.

Special Technical Notice/Vampire/25.  
Flying Control Cable Tensions.

Vampire all marks/Sea Vampire.

1. Because of the numerous reports of varying flying control cable tensions (25 cwt.) it is recommended that a correction be applied for atmospheric temperatures to the tensions figures laid down in the relevant publication
2. The optimum temperature for setting cable tensions is 60 degrees Fahrenheit. For each 10 degrees increase above 60 degrees add 4 lb. to the required cable tensions. For each 10 degrees below 60 degrees deduct 4 lb. from the required cable tensions.
3. As far as is practical cable tensions should be set under constant temperature conditions, that is in an enclosed space.
4. The relevant Air Publications will be amended to include the above instruction.

SUB HEADING 23 INSTRUMENTS.

A. Special Technical Instruction/Vampire/130.  
A.S.I. Pipes: Bonding.

*Actioned J.S.*

B. Vampire Aircraft Marks 3,5,9,10,11 and Sea Vampire 20, 21, T.22.

C. An investigation into the corrosion of the A.S.I. pressure and static pipe lines routed in the port boom of Venom aircraft has revealed that an incorrect gauze has been used for bonding purposes. Although no parallel cases have been reported on Vampire aircraft, it is considered advisable to institute an inspection.

Continued.....

D. At or before the next Primary Star Servicing proceed as follows:-

1. Remove the access panels on the port boom and ascertain what type of gauze has been used for bonding purposes beneath the clips which secure the A.S.I. pressure and static pipe lines to the boom structure. If the gauze is cadmium plated no further action is required.
2. If the gauze is of a copper alloy not plated, the clips are to be removed and the pipes examined for corrosion, any damaged ones to be replaced.
3. On re-assembly cadmium plated gauze is to be used.
4. If the system has been disturbed it should be checked in accordance with the relevant publication.

E. Record on appropriate form.

F. Nil.

G. Nil.

.....

# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V. No 506.



DATE 19 7 54.

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/39D. (Amending S.I./Vampire/39) Rudder Cable Tension.

The reporting of low cable tension required by Para. (F) of S.I./Vampire/39 dated 18th December, 1952, is no longer necessary.

2. The S.I. is to be amended as follows:-

Para. (F) Delete text and insert 'Nil'.

### SUB HEADING 16 UNDERCARRIAGE. SUB HEADING 18 WING ASSEMBLY.

A. Servicing Instruction/Vampire/50.  
Main Undercarriage Teleflex Controls: Fracture  
(Superseding and Cancelling S.I./Vampire/32 and S.I./Vampire/41).

B. Vampire Marks 3, 5, 9, NF 10, T.11 aircraft.  
Sea Vampire Marks F.20, F.21, T.22 and Dual aircraft.

C. A number of undercarriage failures have been due to the fracturing of the teleflex controls which operate the door lock plungers, these are attributed to semi seizure of the teleflex cables inside the conduits, the plungers fouling the door catches, or maladjustment of the door lock plungers. Detailed below is the correct sequence of the door lock plunger adjustment and the check required to ensure unrestricted movement of the teleflex system.

D. At the earliest opportunity but not later than the next Intermediate Servicing and at each subsequent Minor Servicing, proceed as follows:-

1. Jack up the aircraft and remove the leg fairing and main wheel. Then disconnect the 'D' door by means of the adjustable radius rods.

Cont'd.....

2. Refer to (attached Drawing No. ROOG.47) fig (1) and draw a pencil line on the wheel well wall to coincide with the forward face of the plunger barrel guide. Remove the barrel guide.
3. Remove the front and rear access panels inboard of the plunger barrel guide on the wheel well wall. Check that the dimension between the centre line of the clamp block, assembled on the lower wing skin and the outboard end of the conduit is 5.25". This will ensure the correct routing of the conduit, which should then contact the face of Rib 3 and obviate the possibility of the conduit 'bottoming' inside the slide tube, which will cause the teleflex to fracture. At the same time, it is most essential that these conduits inside the wing are checked for any signs of movement in relation to their respective clamp blocks. Any movement of the conduit on its clamping block will alter the plunger adjustment.
4. Retract the undercarriage.
5. Remove the inspection panel on the top wing surface immediately above the main undercarriage and ensure that the teleflex cable protrudes .1" through the guide holes on the wrapped wheel.
6. Remove the plunger assembly, fit a new lock spring Teleflex Part No. DS.47/2 (Note lock spring should be used once only). With the teleflex pulled out to its full extent, adjust the position of the spring so that when the plunger is replaced against the spring, the groove on the plunger is approximately 1/32" in advance of the pencil line (see fig.2)<sup>1</sup>/<sub>2</sub>
7. Prior to assembly of the sliding tube to the conduit lubricate the conduit with anti-freeze grease DTD.825.
8. Important Note. Screw the lock nut back against the hexagon plug of the sliding tube as far as possible. Holding the plunger stationary, screw up the sliding tube tight and secure the lock nut (see fig 3). It is not sufficient to screw the sliding tube in until the spring is felt but keep screwing until it is not possible to compress the spring further. Dimension .35" must be obtained (see Fig.6). The groove on the plunger should now be level with the pencil line as in fig.4. Lubricate the lock plunger with anti freeze grease DTD. 825 and replace the barrel guide. Lower the undercarriage and perform a retraction test to ensure the correct functioning of the plunger under operating conditions. Re-check the plunger protrusion in the retracted position (see fig.4).

Cont'd.....



9. Refit the undercarriage wheel and connect up the 'D' Door adjustable radius rods. Adjust the wheel doors so that when the undercarriage is fully retracted, the doors are a tight fit against the two door stops in the wheel well. It should require a load of approximately 50 lb. applied at each corner of the door to pull it down on to the lock plungers. The gap between the lock plunger and door catches should be .04 inch to .06 inch, this clearance is most important in order to obviate the door catches fouling the Teleflex plunger during the actual operation of locking in the up position.
10. To ensure unrestricted movement of the teleflex controls, disconnect the main undercarriage radius rod at its lower attachment and remove the lower hydraulic jack attachment bolt Part No. G00.87; operate the radius rod by hand through its full range of travel checking for signs of stiffness in the teleflex cable run. As an approximate guide to the required freedom of movement, the radius rod should fall from the retracted position due to its own weight. If severe stiffness is experienced the cause must be traced and remedial action taken.
11. Where it is found necessary to remove the teleflex cable and conduit in order to trace stiffness, it will be appreciated that, where the teleflex controls are broken down, the adjustments of the door lock plungers as detailed in paras. 4-8 will have to be repeated.
12. In cases where a new cable is being fitted, prior to re-assembly, ensure that the ends are well radiused on a grindstone to remove all burrs and sharp edges. Lubricate the teleflex cable prior to assembly with anti-freeze grease DTD.825.
13. Disconnect the 'D' door adjustable radius rods and fit the leg fairing. With the undercarriage locked in the up position, and the straps securing the leg fairing tight, ensure that the fairing has all round clearance of .050" with the underside of the wing. A flush fit is effected by the addition or removal of the packing washers on the strap attachment fittings, and by moving the fairing about the leg. At the same time ensure a clearance of .05" to .2" between the leg fairing and 'D' door. (This does not refer to the leg fairing shroud which overlaps the 'D' door.) When a good fit has been obtained, lower the undercarriage and, with the compression leg fully deflated and compressed, ensure that the torque links do not foul the leg fairing.

Cont'd. ....

14. Reconnect the 'D' door adjustable radius rod and carry out a retraction test with a hydraulic rig. On completion refit all access and inspection panels and re-lock all appropriate parts which were broken down to carry out this S.I.

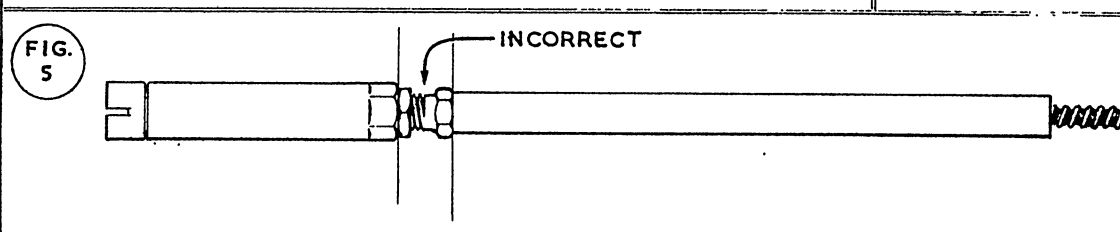
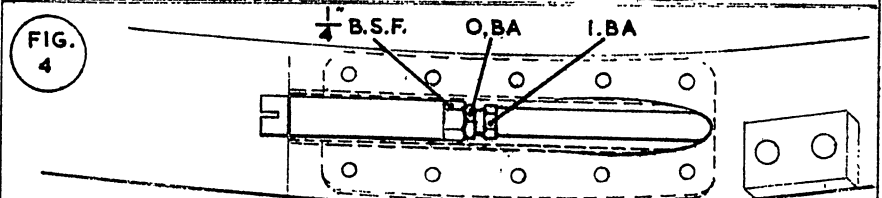
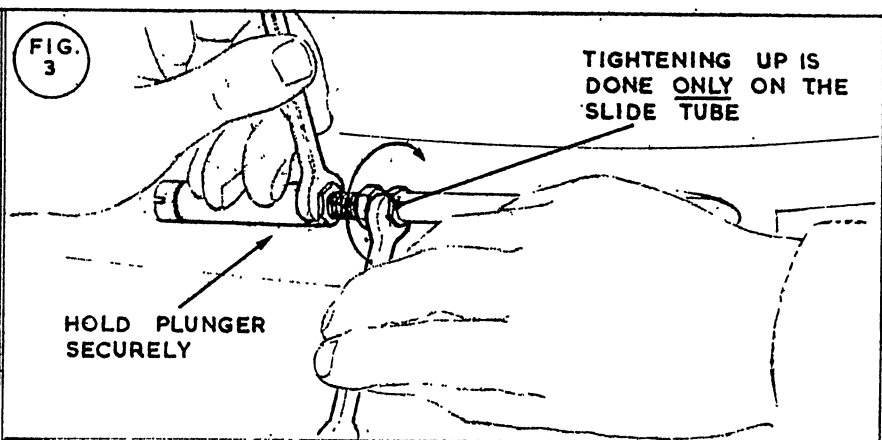
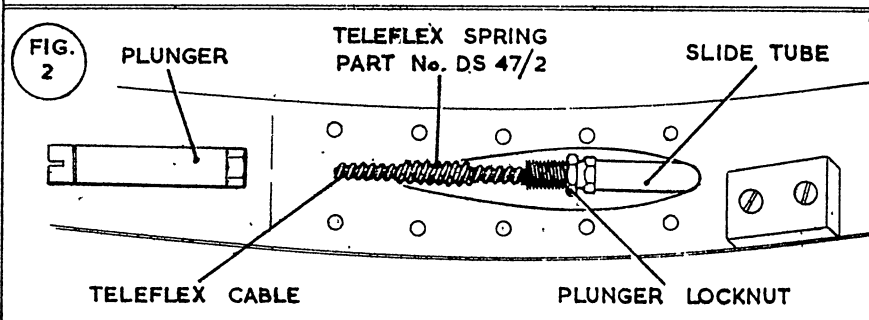
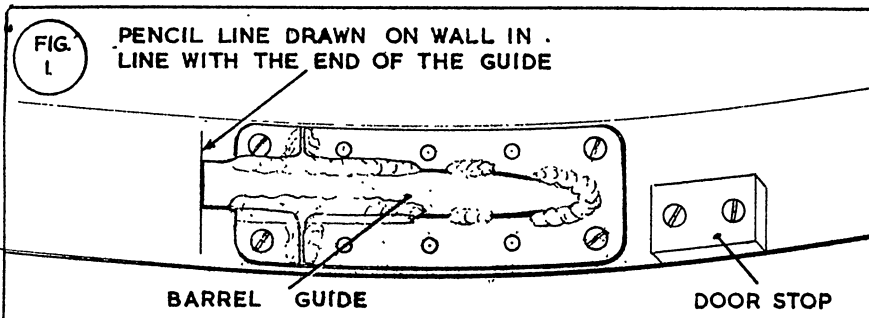
E. Record on the appropriate form and enter on the Supplementary Servicing Record Sheet of the Servicing Schedule.

F. Nil.

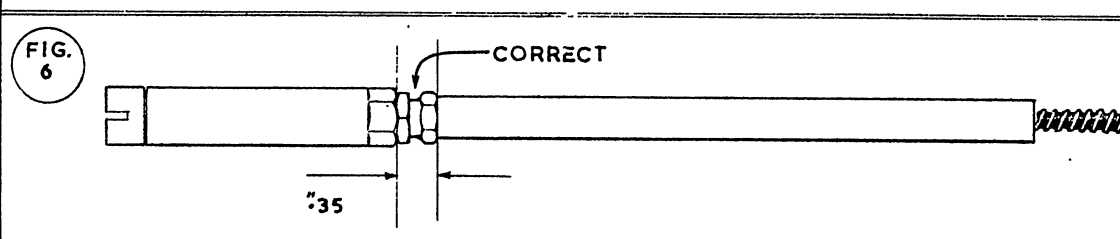
G. Nil.

The appropriate AP. Section 3, Chap 5 Heading 'Alighting Gear' will be amended in due course.

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IT IS NOT SUFFICIENT TO SCREW IN THE SLIDING TUBE UNTIL THE SPRING IS FELT, (AS SHOWN IN FIG. 5) BUT KEEP SCREWING UNTIL IT IS NOT POSSIBLE TO COMPRESS THE SPRING FURTHER. DIMENSION .35 MUST BE OBTAINED. (FIG. 6)



**IMPORTANT**  
IF THE LOCK SPRING ADJUSTMENT IS ALTERED OR IT IS REMOVED DURING SERVICING IT IS ESSENTIAL TO FIT A NEW LOCK SPRING TELEFLEX PART No. DS 47/2

THE DE HAVILLAND AIRCRAFT CO., LTD., HATFIELD, HERTS.	VAMPIRE ALL MKS.	CORRECT TELEFLEX PLUNGER ADJUSTMENT FOR MAIN UNDERCARRIAGE DOOR LOCKS	R.HONE 10/5/54	ROOG 47
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DE HAVILLAND SERVICE  
AIRSPEED DIVISION

CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE  
CHRISTCHURCH 1600

CABLES  
HAVILLAND TELEX CHRISTCHURCH

TELEX  
CHRISTCHURCH 41-536

TECHNICAL NEWS SHEET

SERIES V

No. 506

Issue 2

DATE 10.9.1958



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

This News Sheet cancels and supersedes Issue 1 dated 19.7.1954.

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

RUDDER CABLE TENSION.

Vampire Marks 11, 55, 55A.  
Sea Vampire Mark 22.

Service Instruction/Vampire/39D (amending S. I./Vampire/39),  
which was published on Issue 1 of this news sheet, has been transferred to  
V.417, Issue 2, and included in the fully amended version of S. I./Vampire/39.

- o -

MAIN UNDERCARRIAGE TELEFLEX CONTROLS : FRACTURE.

Vampire Marks 1, 3, 5, 6, 9, 10, 11, 50, 52, 52A, 54, 55, 55A.  
Sea Vampire Marks 20, 21, 22.

Service Instruction/Vampire/50, published on Issue 1 of this  
news sheet, has been cancelled and superseded by S. I./Vampire/50B on V. 519.

- o -

The last News Sheet applicable to the Marks 1, 3, 5, 6, 9, 10, 11, 20, 21, 22, 50, 52,  
52A, 54, 55 and 55A was V. 505.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
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TECHNICAL NEWS SHEET

SERIES V No 507



DATE 23.7.54

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.

Special Technical Notice/Goblin/4.  
Diffuser Casing, Welch Plugs (Goblin Mod. 235 Standard.

Goblin Mks. 2 and 3 engines. *SWEN*

1. Looseness of Welch plugs Part No. 23785 fitted in the diffuser casing rear cover is now becoming apparent in service.  
In one case an engine was rejected for this complaint.
2. The defect is not of a serious nature and looseness or detachment of any of the plugs will not affect engine performance.
3. The Welch plugs are fitted to blank off core holes to air passages leading to the front wall of the diffuser rear cover also in some cases to blind holes.
4. Investigation is in hand to determine the reason for plug looseness and design action will be taken if found necessary.
5. No attempt should be made to re-tighten loose plugs or refit detached plugs. Engines will be rectified on return for normal repair and reconditioning.

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# DE HAVILLAND SERVICE

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## TECHNICAL NEWS SHEET

SERIES V. NO 508



DATE 16.8.54.

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.

PRELIMINARY WARNING/VAMPIRE/7.

The following is a copy of Ministry of Supply signal 1990/17 July, with test sequence details added:-

Preliminary Warning/Vampire/7. Vampire T.11 aircraft embodying modification Vampire 3292 (Provision for high energy ignition equipment). Possibility of faulty application of relight circuit push button switch (ref 50/3723) due to incorrect sequence of switch. Failure to relight may result. Recommend switch be tested to ensure that contact number one opens before contact number two closes. Press button slowly during test. Renew switch where necessary and test on installation. All aircraft delivered after 9th July.1954. will have been checked.

Test Sequence:- Locate 15 way terminal block near floor below high pressure cock lever. Test by connecting SA13 and SA7 in series with test lamp and battery - Lamp should extinguish when button is pressed. Then connect SA13 and SA24, depress the button and the light should come on.

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TECHNICAL NEWS SHEET

SERIES V.

№ 509



DATE 18.8.54.

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.

Servicing Instruction/Vampire/48A.  
(Amending Servicing Instruction/Vampire/48).  
Engine Cowlings: Security.

*ISSUED*

The Contractor observes that S.I./Vampire/48 dated 23rd April, 1954 contains a statement which is appropriate to the Venom aircraft but not the Vampire.

2. The S.T.I. is to be amended as follows:-

Para. (D)3, Lines 1 and 2: Delete "the DZUS fastener at the forward edge of each panel is secured and"

SUB HEADING 23 INSTRUMENTS.

Special Technical Instruction/Vampire/131: CORRECTION.  
A.S.I. Pipes: Fwuling.

*ISSUED*

The Contractor has discovered that the original draft of STI/Vampire/131 dated 22nd June 1954 contained a typographical error and the STI is to be corrected as follows:-

Para. (D) 3 (b), Line 5: Delete "to the fins" and substitute "to the edge".

.....

DE HAVILLAND SERVICE  
AIRSPEED DIVISION

CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE  
CHRISTCHURCH 1600

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TELEX  
CHRISTCHURCH 41-536

TECHNICAL NEWS SHEET

SERIES V No. 509

Issue 2 DATE 27.2.58



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

This Technical News Sheet cancels and supersedes Issue 1 dated 18.8.54.

Servicing Instruction/Vampire/48A, which was published on Issue 1 of this news sheet, has been transferred to T.N.S. V.489, issue 2, and incorporated into S.I./Vampire/48.

Special Technical Instruction/Vampire/131 has been transferred from T.N.S. V.504, issue 1, to this news sheet and amended in accordance with S.T.I./Vampire/131 (Correction) which was published on Issue 1 of this news sheet. Drawing ROOJ.75 should be transferred from T.N.S. V. 504 to V. 509, issue 2. The last amendment to this instruction was dated 23.7.54.

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

AIR SPEED INDICATOR (A. S. I.) PIPES:  
FOUL ON FIN SKIN.

*ALL RRAF A/C  
Satisfied*

Vampire/Sea Vampire Marks 3, 5, 6, 9, 10, 11, 20, 21, 22, 50, 52, 52A, 54, 55 with Modification 3217 (introduction of Mark 8Q(6A/3076) pitot head in place of Mark 8B (6A/729)) embodied.

Cases have been reported of the A. S. I. pressure and static pipes fouling on the edge of the aperture in the leading edge of the fin through which they pass to the pitot head. The object of this instruction is to increase the size of the aperture in cases where there is insufficient clearance to prevent this foul.

Before the next primary inspection, the following procedure is recommended:-

1. Remove the pitot head mounting cover by releasing its clamp bolt and six 4 B.A. countersunk screws and carefully withdraw it over the pitot head.
2. Examine the pipes for damage due to fouling on the edges of the aperture and replace the pipes if so damaged.
3. In such cases or where the clearance is judged to be so little that it may cause a foul, the following action is to be taken:

Continued.....



- (a) Remove the pitot head and the connections on the ends of the relevant pipes from the fin.
  - (b) Examine the two top 4B.A. anchor nuts shown on (Drawing ROOJ. 75 attached) and if they are found to be secured as shown in fig. 1 they are to be removed and rotated on their existing centre to the positions shown in fig. 2. This is with their straight edge parallel to the edge of the joggle in the fin skin.
  - (c) Cut the top half of the aperture back to the edge of the top anchor nuts and blend it with the lower half. Radius the edges and apply protective treatment.
  - (d) Slide on over each pipe approximately two inches of protective sleeving. Siscoflex or any suitably dimensioned rubber tubing may be used. The tubing is to be positioned to provide protection for the pipes through the aperture.
  - (e) Re-assemble the pipe connections and pitot head and test the system as laid down in the relevant publication.
- Record on the appropriate form.

This information has been issued by the Ministry of Supply as Special Technical Instruction/Vampire/131 (Corrected.)

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# DE HAVILLAND SERVICE

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## TECHNICAL NEWS SHEET

SERIES V.

No

510



DATE 24.8.54.

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.

Special Technical Notice/Vampire/26.  
Main Undercarriage Hydraulic Hose: Correct Clipping.  
All Vampire and Sea Vampire Aircraft.

*issued.*

Cases have been reported of severe chafing and in some instances, eventual bursting of the main undercarriage 'down' line hose Part No. AIR. 34492, resulting in a wheels up landing. This is caused by the top jack attachment bolt grease nipple jamming the hydraulic hose between the radius rod end fitting on undercarriage retractions. This is only made possible in cases where the hydraulic hose securing clip Part No. Q00354IND has been omitted to be replaced after the servicing of the undercarriage.

2. Preliminary Warning/Vampire/6 dated 11th June, 1954 was issued to determine the condition of aircraft in use and to guard against failures.

3. Whenever the hose concerned has been disturbed or the clips removed the arrangement detailed in the (attached Drawing ROOG.48) is to be followed at re-installation or re-clipping of the hose.

4. Amendment to the appropriate A.P. Vol. 1 is under consideration by Air Ministry (Air Eng. 1).

### SUB HEADING 18 WING ASSEMBLY.

A. Special Technical Instruction/Vampire/132. *issued*  
Aileron Attachment Bolt: File Marked.

B. Vampire T.11 aircraft and T.11 Mainplanes held as spare or in Store.

C. Cases have been found of the attachment bolt, Part No. D.00458, attaching the aileron connection rod from the differential to the aileron actuating arm, being filed during assembly. This is thought to be due to the operator's attempt to remove excess cadmium deposit. This defect applies to main planes of de Havilland manufacture, and these may be identified by the prefix DHP to the serial number.

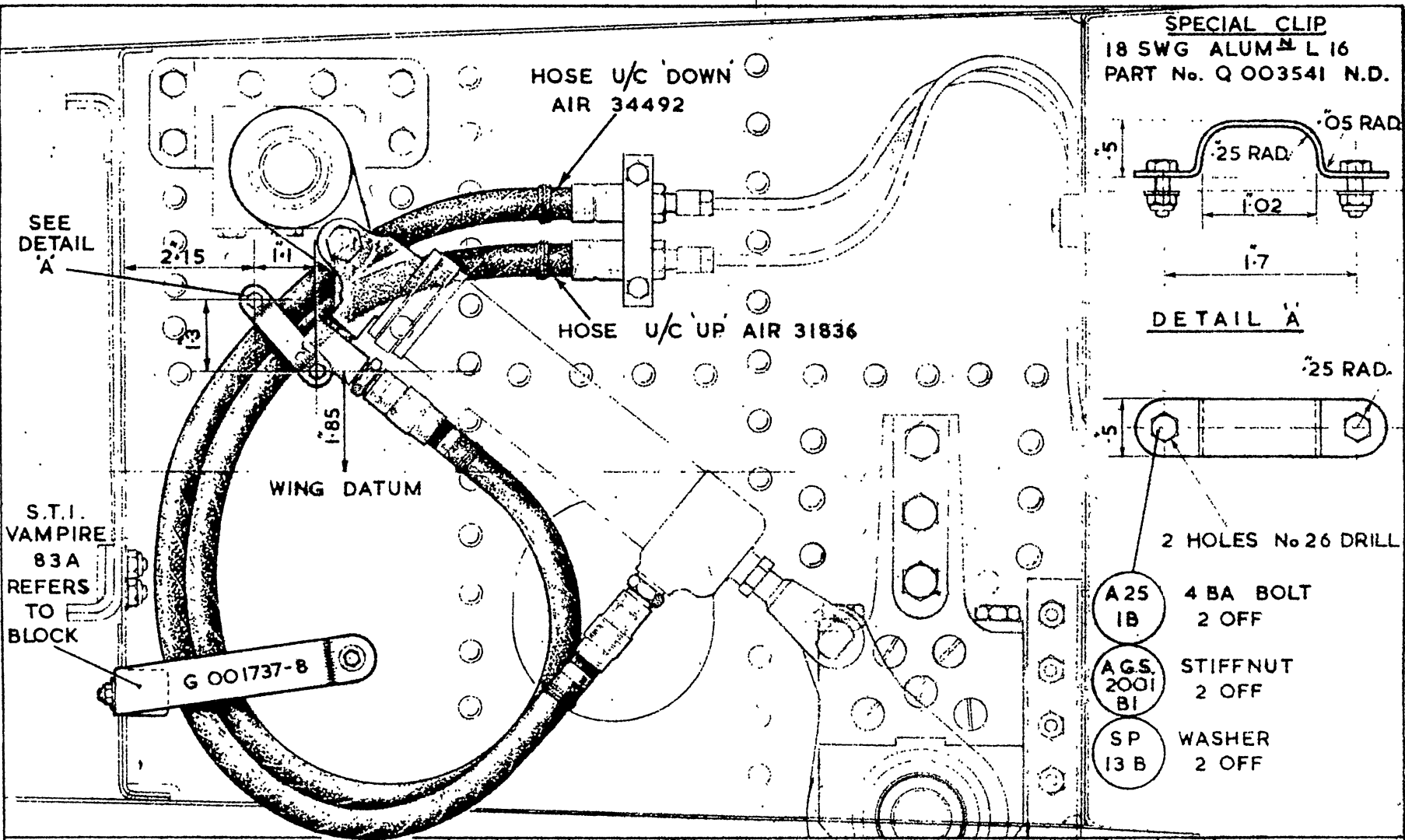
Continued.....

D. At or before the next Primary Star Servicing, and before installation or issue of mainplanes held as spare or in Store all mainplanes bearing the prefix DHP on the serial plate are to have bolts, part no. D.00458 removed and examined for signs of filing. Filed Bolts should be replaced with new items drawn from stock.

E. Record on the appropriate Forms.

F. Nil.

G. Nil. Future production will be free from this defect.



**SPECIAL CLIP**  
 18 SWG ALUM<sup>N</sup> L 16  
 PART No. Q 003541 N.D.

DETAIL A

2 HOLES No 26 DRILL

- A 25 4 BA BOLT
- 1 B 2 OFF
- AGS 2001 STIFFNUT
- B 1 2 OFF
- SP WASHER
- 13 B 2 OFF

THE DE HAVILLAND AIRCRAFT CO., LTD., HATFIELD, HERTS. VAMPIRE ALL MKS. & SEA VAMPIRE CORRECT CLIPPING OF MAIN UNDERCARRIAGE HYDRAULIC HOSES R HOME 1/1/54 R OOG 48

# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
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## TECHNICAL NEWS SHEET

SERIES V

No. 510 Issue



DATE 13.1.55.

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

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

SPECIAL TECHNICAL NOTICE/VAMPIRE/26.  
MAIN UNDERCARRIAGE HYDRAULIC HOSE: CORRECT CLIPPING.  
ALL VAMPIRE AND SEA VAMPIRE AIRCRAFT.

Cases have been reported of severe chafing and in some instances, eventual bursting of the main undercarriage 'down' line hose Part No. AIR. 34492, resulting in a wheels up landing. This is caused by the top jack attachment bolt grease nipple jamming the hydraulic hose between the radius rod end fitting on undercarriage retractions. This is only made possible in cases where the hydraulic hose securing clip Part No. QOO. 3541ND has been omitted to be replaced after the servicing of the undercarriage.

2. Preliminary Warning/Vampire/6 dated 11th June 1954, was issued to determine the condition of aircraft in use and to guard against failures.
3. Whenever the hose concerned has been disturbed or the clips removed the arrangement detailed in the attached Drawing ROOG.48 is to be followed at re-installation or re-clipping of the hose.
4. Amendment to the appropriate A.P. Vol. 1 is under consideration by Air Ministry (Air Eng. 1).

Continued.....

SUB HEADING 18 WING ASSEMBLY.

- A. SPECIAL TECHNICAL INSTRUCTION/VAMPIRE/132.  
(AS AMENDED BY 132A).  
AILERON ATTACHMENT BOLT: FILE MARKED.
- B. Vampire T.11 and Sea Vampire 22 aircraft and T.11 and Sea Vampire 22 Mainplanes held as spare or in Stores.
- C. Cases have been found of the attachment bolt, Part No. D.00458, attaching the aileron connection rod from the differential to the aileron actuating arm, being filed during assembly. This is thought to be due to the operator's attempt to remove excess cadmium deposit. This defect applies to main planes of de Havilland manufacture, and these may be identified by the prefix DHP to the serial number.
- D. At or before the next Primary Star Servicing, and before installation or issue of mainplanes held as spare or in Store, all mainplanes bearing the prefix DHP on the serial plate are to have bolts, Part No. D.00458 removed and examined for signs of filing. Filed Bolts should be replaced with new items drawn from stock.
- E. Record on the appropriate Forms.
- F. Nil.
- G. Nil. Future production will be free from this defect.

# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

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## TECHNICAL NEWS SHEET

SERIES V. No. 512



DATE 26.8.54.

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.  
SUB HEADING 18 WING ASSEMBLY.

Servicing Instruction/Vampire/50A.  
(Amending S.I./Vampire/50)  
Main Undercarriage Teleflex Controls: Fracture.

*Issued*

The Contractor has reported that variations in some of the door lock plungers Part No. G00.429 may introduce further complications to the Teleflex system.

2. S.I./Vampire/50 dated 9th July, 1954 is to be amended as follows:-

(1) Drawing ROO.G.47 Fig.5, R.H. side: Add at the end of text:-  
"AFTER CHECKING THE PLUNGER TO (DRAWING NO.ROO.G.49 ATTACHED)"

(2) Para.(D) 2-7: Delete existing text and substitute:-

2. Refer to Drawing No.ROO.G.47 Fig (1) and draw a pencil line on the wheel well wall to coincide with the forward face of the plunger barrel guide. Loosen, but do not remove the barrel guide attachment screws.

3. Retract the undercarriage.

4. Remove the barrel guide and plunger assembly, and also remove the inspection panel on the top wing surface immediately above the main undercarriage and ensure that the teleflex cable protrudes .1" through the guide holes on the wrapped box. On completion of this check lower the undercarriage.

Continued.....

5. Remove the front and rear access panels inboard of the plunger guide on the wheel well wall. Check that the dimension between the centre line of the clamp block, assembled on the lower wing skin and the outboard end of the conduit is 5.25". This will ensure the correct routing of the conduit, and obviate the possibility of the conduit 'bottoming' inside the slide tube, which will cause the teleflex to fracture. At the same time, it is most essential that these conduits inside the wing are checked for any signs of movement in relation to their respective clamp blocks. Any movement of the conduit in its clamping block will alter the plunger adjustment.
  6. Retract the undercarriage.
  7. Prior to assembly of the sliding tube to the conduit, lubricate the conduit with anti freeze grease D.T.D.825. Fit a new lock spring teleflex Part No. DS.47/2 (Note lock spring should be used once only) with the teleflex pulled out to its full extent adjust the position of the spring so that when the plunger is replaced against the spring the groove on the plunger is approximately 1/32" in advance of the pencil line (see fig.2).
3. Para. (D) 8 Line: After "Important Note" add:-

"Check the door lock plunger dimension to Drawing No. ROO.G.49."

SUB HEADING 7 FUSELAGE ASSEMBLY.

- A. Special Technical Instruction/Vampire/133.  
Canopy Winding Handle: Provision of Lanyard.
- B. Vampire Mk.s 3, 5, 9. Sea Vampires Mk.20 and Mk.21.
- C. Cases have been reported of the canopy opening in flight, due to the locking pin in the handle coming out of its hole in the micrometer locking plate. The purpose of this instruction is to provide a lanyard to prevent the handle unwinding in flight.
- D. At or before the next Primary Star Servicing proceed as follows:-
  1. Ensure the canopy winding gear is correctly rigged to S.T.I.Vampire 68A.
  2. Refer to (attached Drawing R.12.FC.101) and make up the lanyard and lug as specified. Fit the lanyard/lug assembly to the existing canopy rail bolt, which is the 8th bolt visible aft of the wind-screen member above the canopy seal cock. The lanyard should be forward of the cockpit light and should not rest on the top.

Continued.....

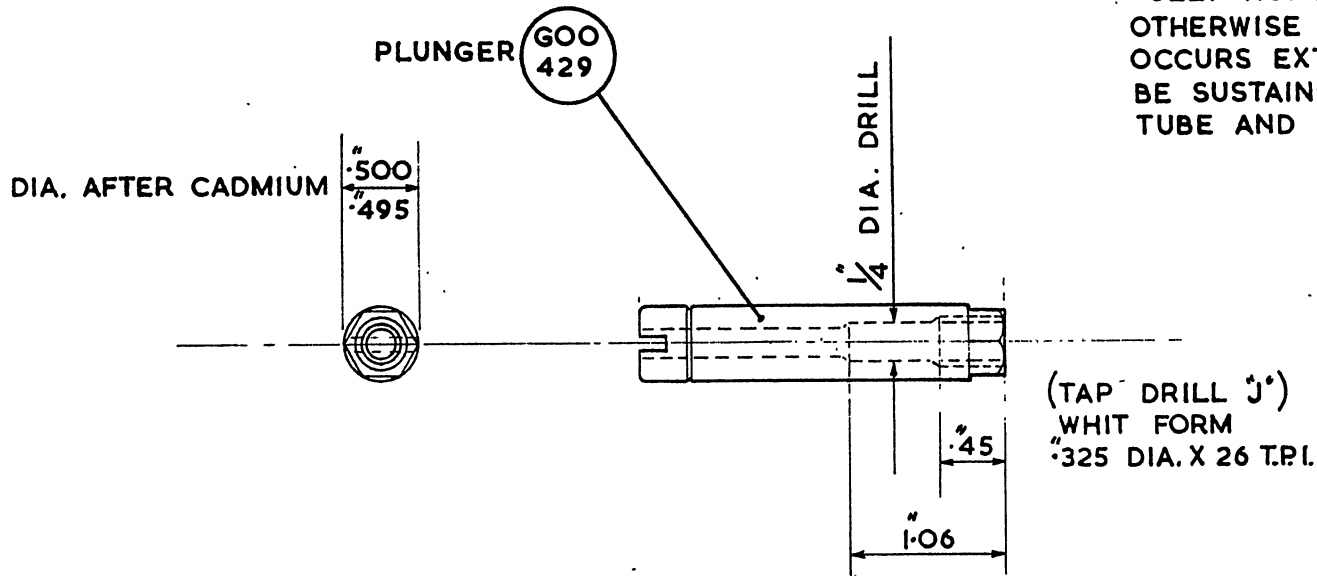


3. Stencil in red on the port ammunition door situated above the port engine intake - " TO JETTISON CANOPY AND RELEASE PILOT SEE OTHER SIDE".
  4. Stencil in red on the starboard ammunition door "TO RELEASE PILOT PULL DOWN CABLE PAINTED RED INSIDE AND LIFT OFF CANOPY".
  5. Open starboard ammunition door and paint red the exposed section of the canopy jettison cable.
- E. Record on appropriate form.
- F. Nil.
- G. This S.T.I. satisfied Mod. Vam. 3307 which, where embodied will render compliance with this instruction unnecessary.

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**WARNING**

THE PLUNGER MUST BE SCREWED FULLY HOME BUT NOT FORCED OTHERWISE IF OVERTIGHTENING OCCURS EXTENSIVE DAMAGE WILL BE SUSTAINED BY THE SLIDING TUBE AND TELEFLEX CABLE.



S.I. VAM 50 REFERS.  
PRIOR TO COMMENCING PARA. 8 OF THE S.I.  
CHECK THE ABOVE PLUNGER DIMENSIONS,  
THIS IS MOST IMPORTANT TO ENSURE .35 DIM.  
AS SHOWN ON DRG. No. ROOG 47 FIG. 6

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

VAMPIRE  
ALL MKS.

CORRECT TELEFLEX PLUNGER  
DIMENSIONS

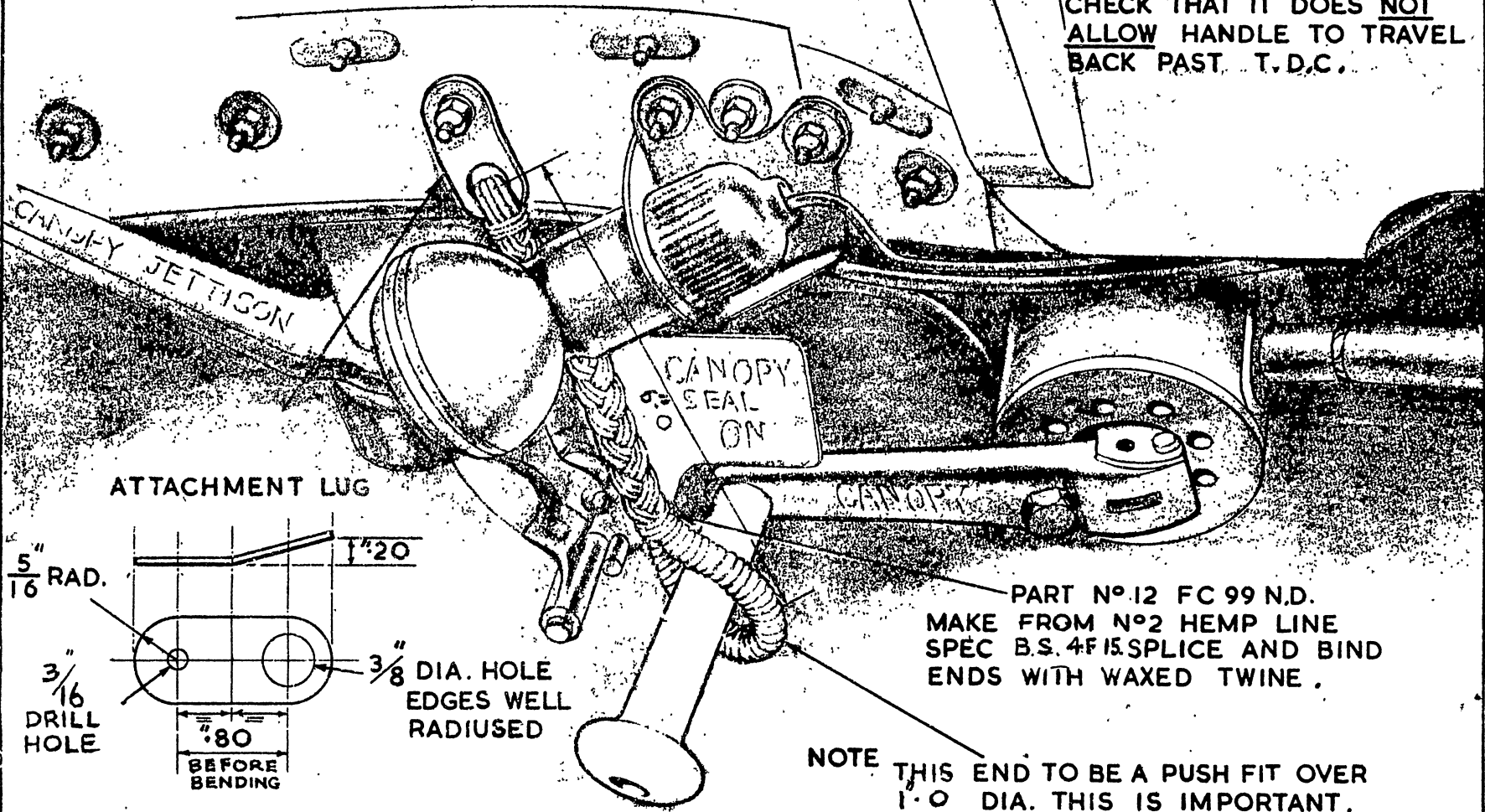
R. HONE.

22/7/54

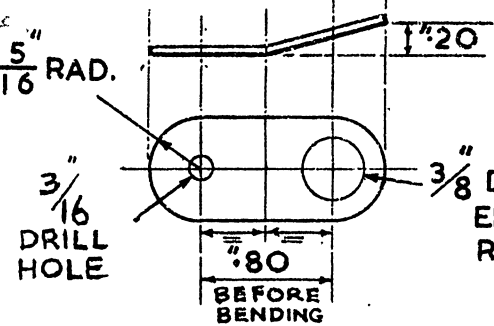
ROOG 49

**IMPORTANT NOTE**

WHEN LANYARD IS FITTED  
CHECK THAT IT DOES NOT  
ALLOW HANDLE TO TRAVEL  
BACK PAST T.D.C.



ATTACHMENT LUG



16 SWG DTD 610 PART NO 12 FC 97 N.D.

PART NO 12 FC 99 N.D.  
MAKE FROM NO 2 HEMP LINE  
SPEC B.S. 4F15. SPLICE AND BIND  
ENDS WITH WAXED TWINE.

NOTE THIS END TO BE A PUSH FIT OVER  
1.0 DIA. THIS IS IMPORTANT.

LANYARD FOR CANOPY WINDING GEAR

5 - 10 - 53 RI2 FC 101

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

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TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V NO. 513



DATE 30.9.54.

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.

*NA to Vampire - further details*

FLYING CONTROL CABLE PULLEYS-ASSEMBLY INSTRUCTIONS.

A case has occurred on a Venom aircraft of an aileron balance cable pulley becoming detached from its ball race, sliding over the head of its mounting bolt, and dropping into the engine nacelle.

The failure of the caulking retaining the ball race in the pulley is considered to be an isolated case. It is recommended, however, that all pulleys on Vampire and Venom aircraft be fitted with the caulking on the underside, so that, in the event of failure, the shoulder of the pulley (on the opposite side to the caulking) will prevent the pulley coming off the ball race.

Action will be taken to ensure that future production aircraft comply with this instruction.

SUB HEADING 18 WING ASSEMBLY.

Special Technical Instruction/Vampire/132A  
Aileron Attachment Bolt. File Marked.

*Checked*

S.T.I./Vampire/132 is to be amended as follows:-

Para.(B): Delete existing text and substitute Vampire T.11 and Sea Vampire 22 Aircraft and T.11 and Sea Vampire 22 Mainplanes held as spares or in stores.

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TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V

No 513 Issue 20



DATE 13. 1. 55.

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

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

SPECIAL TECHNICAL NOTICE/VAMPIRE/27.  
CONTROL CABLE PULLEYS.

Herewith extracts from Air Ministry postagram A.29241/49/Air Eng. 1(b) dated 20th October 1954, forwarded for information and action where necessary:-

"A case has been reported on a Venom F.B.1 aircraft of excessive aileron droop caused by the aileron balance cable pulley at the upper engine mounting becoming detached from its ballrace.

2. It was subsequently found that the centre pop peening (caulking) of the ballrace to the pulley was inadequate and as it was mounted with the peening uppermost it was possible for the pulley to slide over the ballrace, mounting bolt and drop into the engine nacelle.
3. There are numerous pulleys of this type positioned throughout the control system, all of which were originally fitted without consideration of which way the pulley caulking faced.
4. This one incident of pulley caulking failure can be regarded as an isolated case, but Vampire holding units are to ensure that, on any occasion when a pulley is removed it is, on replacement, to be fitted with the centre pop peening (caulking) at the bottom. In this way should the caulking fail the shoulder of the pulley will prevent it coming off the ballrace."

.....

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## TECHNICAL NEWS SHEET

SERIES V

NO 515



DATE 8.10.54

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

### SPECIAL FLYING INSTRUCTION TF/624

#### VAMPIRE NF.10 REDESIGNED CANOPY

Vampire NF.10 aircraft are currently being fitted with a redesigned Canopy (MOD. 3150). With this canopy fitted, the canopy locking and jettisoning procedure is as follows:-

(a) Canopy Locking:

The handle at the forward end of the canopy must be pulled down and forward to lock the canopy closed. The adjacent locking catch should then be engaged to prevent inadvertent operation of the handle. The movement of the locking catch also controls the inflation of the rubber seal between the cockpit and the canopy, the air pressure required coming from the pneumatic system.

(b) Canopy Jettisoning:

- (i) Pulling the jettison handle fires a cartridge at the rear of the canopy. The explosion causes the front locking latches to disengage and the canopy is then forced upwards to pivot about the rear hinges which are released after the first few degrees of movement.
- (ii) The canopy may also be jettisoned mechanically by first pulling a ring handle behind the pilot's right shoulder and then releasing the normal canopy locking handle. Care must be taken to avoid any snatch on the wrist when the canopy suddenly lifts.

Pilot's Notes will be amended.

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## TECHNICAL NEWS SHEET

SERIES V. No 516



DATE 13. 10. 54.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.  
SUB HEADING 23 INSTRUMENTS.

### SPECIAL TECHNICAL INSTRUCTION/VAMPIRE/130.

Special Technical Instruction/Vampire/130 issued on Technical News Sheet V.505 dated 14th July 1954, is cancelled and this S.T.I. number will be used for a different subsequent instruction.

Authority MOS: postagram Vampire/RDA Defects/STL.130(2) dated 14th July 1954.

### SUB HEADING 1 ARMAMENT.

- (A) SPECIAL TECHNICAL INSTRUCTION/VAMPIRE/130  
AS AMENDED BY 130A. 20 m/m CANNON INSTALLATION:  
GUN REAR MOUNTING BRACKETS: LOOSENESS AND FRACTURE
- (B) Vampire Marks, 3, 5, 9, 10, 11 and Sea Vampire 20, 21, 22 aircraft.
- (C) Cases have been reported of fractured gun rear mounting brackets, part numbers S.00622A, S.00621A, S.0065A, S.0066A, S.0067A, S.0068A. The fracturing is attributed to the looseness of the brackets due to the attachment bolts being threadbound.
- (D) 1. Before the next gun firing exercise and not later than the next Primary Servicing, check the brackets quoted, for fractures and security.
2. Replace fractured brackets. Where brackets are found loose, check attachment bolts for bottoming of threads and fit an additional washer as required.

NOTE - The bracket attachments are as follows:-

continued.....

Bolt. Part No. A.15Z.16E with aerotight nut EA2, 1 washer part number AGS.947D and 2 shrinkage washers DHS.187/2 is fitted at the four rear attachments of outboard port and starboard cannon rear mounting brackets. These bolts are accessible in the tank bay through a cutaway at the rear face of Bulkhead 3.

Countersunk Headed Bolt. Part No. AS.2920/6E with nut A.16Z.E.P. and washer part number S.00226 is fitted at the four front attachments of the outboard port and starboard rear mounting brackets, and the two front attachments of the port and starboard inboard cannons outer brackets. These bolts are accessible through the ammunition bay.

Bolt. Part No. A.15Z.15E is fitted at the four attachments of the inner brackets of the port and starboard inboard cannons, and the two rear attachments of the outer brackets of both inboard cannons rear mountings. This bolt is secured in all cases by anchor nuts secured to the cannon floor. Ground steel pins 3/16" diameter, part number DHS.91/139, are fitted through all brackets except the outer brackets of the outboard cannon mountings.

- (E) Record on the appropriate form.
- (F) Any cases of fractured brackets where bolt attachments are not insecure to be reported to R.D.A. (Defects) Copy to the R.T.O. at de Havillands, Christchurch.
- (G) NIL.

SUB HEADING 7 FUSELAGE ASSEMBLY.

SPECIAL TECHNICAL INSTRUCTION/VAMPIRE/133A

(AMENDING S.T.I./VAMPIRE/133)

CANOPY WINDING HANDLE: PROVISION OF LANYARD.

*Actioned*

An amendment to AP.4099E, Vol. 2, Part 1 leaflet J.35 calls for a change of materials for the manufacture of the lanyard for S.T.I./Vampire/133 dated 21st August 1954 and Mod. 3307 (i.e. No. 2 Hemp Line, Spec.BS.4F 15 and Cord Nylon Ref. 32A/141 respectively).

- 2. The S.T.I. is to be amended as follows:-

continued.....



- (1) Drawing R.12 FC. 101: Delete "Part No. 12 FC 99 N.D. make from No. 2 Hemp Line Spec. B.S. 4F. 15. Splice and bind ends with waxed twine", and substitute:-  
  
"Make from kite cord, 2 pounds, Spec. 4F.32 (Ref.32A/10) and serve splices using linen thread (Ref. 32B/653)."
- (2) Amend Drawing No. to read "12 FC. 101A".

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## TECHNICAL NEWS SHEET

SERIES V. No 517



DATE 18. 10. 54.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.  
SUB HEADING 23 INSTRUMENTS.

SPECIAL TECHNICAL INSTRUCTION/VAMPIRE/129A  
(AMENDING S.T.I./VAMPIRE/129)  
PITOT STATIC SYSTEM: CORROSION.

*Amended*

S.T.I./Vampire/129 dated 15th June 1954 is to be amended as follows:-

- (1) Para. (D) (a): Delete "throughout Pitot Static System" and substitute:-

"of the pitot static pipe lines in the port boom."

- (2) Para. (D) (a): Below this sub-para. insert:-

"Note:

Subject to visual inspection for corrosion and a leak test on the pitot static system at each Primary Servicing checking at the cleat at the rear of the port boom may be deferred until the next Intermediate Servicing.

SUB HEADING 14 SERVICES AIRCRAFT

- (A) SPECIAL TECHNICAL INSTRUCTION/VAMPIRE/134  
HYDRAULIC PIPES: CORROSION
- (B) Vampire Mks. 5, 9, 10, 11 Sea Vampire Mks. 20, 21, T.22 aircraft.
- (C) Two cases have been reported of the loss of hydraulic pressure, to the undercarriage through a leak from a hydraulic pipe in No. 1 wing fuel tank bay. The hole in the pipe was caused by corrosion due to poor enamelling of the pipes which in these cases were of DTD.503 material. The suspect wings are confined to a particular group which can be readily identified.

*Amended*

Continued...

(Contd.)

Sheet 2

(D) At the next removal of No. 1 wing fuel tank or engine removal whichever is the earlier and not later than the next Minor Servicing proceed as follows:-

1. Lower the flaps and check the wing Identification Plate on Rib 1 in the flap bay. If the prefix alphabeticals to the serial number are F.A.T.I./D.H./ the wing is of the suspect group and No. 1 wing fuel tank should be removed and an examination made of the hydraulic pipes in the wing.
2. Pay particular attention to that portion of the pipes beneath the securing clamp blocks as these areas are considered most vulnerable to this damage. Renew any corroded pipes.
3. Where pipes are renewed the system should be tested and functioned as laid down in the relevant Air Publication.
4. If there is any reason to suspect a hydraulic leak in this Area prior to the Minor Servicing this instruction should be actioned immediately.

(E) Record on appropriate form.

(F) Nil.

(G) NIL.  
On present production these pipes are manufactured in DTD.323A which is tungum.

SUB HEADING 11 ELECTRICAL INSTALLATION.

VAMPIRE MK. N. F. 10 AIRCRAFT - ELECTRICAL EQUIPMENT-  
INSULATION BETWEEN VOLTAGE REGULATOR TYPE B  
(REF. 5UC/3880) AND BULKHEAD - INTRODUCTION.

CLASS B/2 N.C.P.

MOD. NO. VAMPIRE 3327

Cases have been found of the bakelite back plate of the regulator being burnt through due to over heating. The regulator is mounted on a wooden bulkhead, and this modification, therefore, introduces a metal plate to insulate the regulator from the bulkhead.

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*Issued on AM.*

## TECHNICAL NEWS SHEET

SERIES V No 517



DATE 28.2.57

Issue 2

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

This Technical News Sheet cancels and supersedes Issue 1. dated 18.10.54.

Amendment 'A' to Special Technical Instruction/Vampire/129, shown on issue 1 of this news sheet, has now been incorporated in STI/Vampire/129A on issue 2 of TNS V.501.

The introduction to Modification Vampire 3327, also shown on issue 1 of this technical news sheet, has been deleted, this information being available in the modification lists.

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

### HYDRAULIC PIPES - CORROSION

Vampire Marks 5, 9, 10, 11, 50, 52, 52A, 54, 55, 55A.  
Sea Vampire Marks 20, 21 and 22.

The following is a copy of Special Technical Instruction/Vampire/134 as published on issue 1 of the news sheet, dated 18.10.54:-

Two cases have been reported of the loss of hydraulic pressure to the undercarriage through a leak from a hydraulic pipe in No. 1 wing fuel tank bay. The hole in the pipe was caused by corrosion due to poor enamelling of the pipes which in these cases were of D.T.D. 503 material. The suspect wings are confined to a particular group which can be readily identified.

At the next removal of No. 1 wing fuel tank or engine removal whichever is the earlier and not later than the next Minor Servicing proceed as follows:-

1. Lower the flaps and check the wing Identification Plate on Rib 1 in the flap bay. If the prefix alphabeticals to the serial number are F.A.T.I./D.H./ the wing is of the suspect group and No. 1 wing fuel tank should be removed and an examination made of the hydraulic pipes in the wing.
2. Pay particular attention to that portion of the pipes beneath

Cont.....

Sheet 2

the securing clamp blocks as these areas are considered most vulnerable to this damage. Renew any corroded pipes.

3. Where pipes are renewed the system should be tested and functioned as laid down in the relevant Air Publication.
4. If there is any reason to suspect a hydraulic leak in this area prior to the Minor Servicing this instruction should be actioned immediately.

Record on appropriate form

On present production these pipes are manufactured in D.T.D. 323A, which is tungum.

It is recommended that, as convenient on removal of tanks, etc., steel hydraulic pipes in all aircraft should be inspected for signs of corrosion. Particular attention should be paid to parts covered by clamp blocks as these are considered to be the most vulnerable. Renew any corroded pipes using tungum (D.T.D. 323A) and not steel (D.T.D. 503).

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# DE HAVILLAND SERVICE

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TELEPHONE HATFIELD 2345  
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## TECHNICAL NEWS SHEET

SERIES V. No 519.



DATE 12.11.54.

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

SUB HEADING 16 UNDERCARRIAGE.  
SUB HEADING 18 WING ASSEMBLY.

- A. Servicing Instruction/Vampire/ 50 as amended by 50A and 50B.  
Main Undercarriage Teleflex Controls: Fracture  
(Superseding and Cancelling S.I./Vampire/32 and S.I./Vampire/41.)

S.I./Vampire/50 as amended by 50A and 50B is re-published below complete with the relevant drawings R.00G47 and R00G49. The text of S.I./Vampire/50 issued on Technical News Sheet V.506 together with its drawing, and S.I./Vampire/50A issued on Technical News Sheet V.512 and drawing are hereby cancelled and superseded.

- B. Vampire Marks 3,5,9, NF 10, T.11 aircraft.  
Sea Vampire Marks F.20, F.21, T.22 and Dual aircraft.
- C. A number of undercarriage failures have been due to the fracturing of the teleflex controls which operate the door lock plungers, these are attributed to semi seizure of the teleflex cables inside the conduits, the plungers fouling the door catches, or maladjustment of the door lock plungers. Detailed below is the correct sequence of the door lock plunger adjustment and the check required to ensure unrestricted movement of the teleflex system.
- D. At the earliest opportunity but not later than the next Intermediate Servicing and at each subsequent Minor Servicing, proceed as follows:-
1. Jack up the aircraft and remove the leg fairing and main wheel. Then disconnect the 'D' door by means of the adjustable radius rods.

Cont'd.....

2. Refer to Drawing No. R00.G.47 fig (1) and draw a pencil line on the wheel well wall to coincide with the forward face of the plunger barrel guide. Loosen, but do not remove the barrel guide attachment screws.
3. Retract the undercarriage.
4. Remove the barrel guide and plunger assembly, and also remove the inspection panel on the top wing surface immediately above the main undercarriage and ensure that the teleflex cable protrudes .1" through the guide holes on the wrapped box. On completion of this check lower the undercarriage.
5. Remove the front and rear access panels inboard of the plunger guide on the wheel well wall. Check that the dimension between the centre line of the clamp block, assembled on the lower wing skin and the outboard end of the conduit is 5.25". This will ensure the correct routing of the conduit, and obviate the possibility of the conduit 'bottoming' inside the slide tube, which will cause the teleflex to fracture. At the same time, it is most essential that these conduits inside the wing are checked for any signs of movement in relation to their respective clamp blocks. Any movement of the conduit in its clamping block will alter the plunger adjustment.
6. Retract the undercarriage.
7. Prior to assembly of the sliding tube to the conduit, lubricate the conduit with anti freeze grease D.T.D. 825. Fit a new lock spring teleflex Part No. DS.47/2 (Note lock spring should be used once only) with the teleflex pulled out to its full extent adjust the position of the spring so that when the plunger is replaced against the spring the groove on the plunger is approximately 1/32" in advance of the pencil line (see fig.2).
8. Important Note. Screw the lock nut back against the hexagon plug of the sliding tube as far as possible. Holding the plunger stationary, screw up the sliding tube tight and secure the lock nut (see fig 3). It is not sufficient to screw the sliding tube in until the spring is felt but keep screwing until it is not possible to compress the spring further. Dimension .35" must be obtained (see Fig.6). The groove on the plunger should now be level with the pencil line as in fig.4. Lubricate the lock plunger with anti freeze grease DTD. 825 and replace the barrel guide. Lower the undercarriage and perform a retraction test to ensure the correct functioning of the plunger under operating conditions. Re-check the plunger protrusion in the retracted position (see fig.4). Check the door lock plunger dimension to Drawing No. R00.G.49.

Cont'd.....

- 8A. Prior to the fitment of the plunger barrel guides, Pt.No. G00.427-8A, as called for in Para. 8, the guide tube bores are to be reamed out to  $33/64$ " dia.
9. Refit the undercarriage wheel and connect up the 'D' Door adjustable radius rods. Adjust the wheel doors so that when the undercarriage is fully retracted, the doors are a tight fit against the two door stops in the wheel well. It should require a load of approximately 50 lb. applied at each corner of the door to pull it down on to the lock plungers. The gap between the lock plunger and door catches should be .04 inch to .06 inch, this clearance is most important in order to obviate the door catches fouling the Teleflex plunger during the actual operation of locking in the up position.
10. To ensure unrestricted movement of the teleflex controls, disconnect the main undercarriage radius rod at its lower attachment and remove the lower hydraulic jack attachment bolt Part No.G00.87; operate the radius rod by hand through its full range of travel checking for signs of stiffness in the teleflex cable run. As an approximate guide to the required freedom of movement, the radius rod should fall from the retracted position due to its own weight. If severe stiffness is experienced the cause must be traced and remedial action taken.
11. Where it is found necessary to remove the teleflex cable and conduit in order to trace stiffness, it will be appreciated that, where the teleflex controls are broken down, the adjustments of the door lock plungers as detailed in paras. 4-8 will have to be repeated.
12. In cases where a new cable is being fitted, prior to re-assembly, ensure that the ends are well radiused on a grindstone to remove all burrs and sharp edges. Lubricate the teleflex cable prior to assembly with anti-freeze grease DTD.825.
13. Disconnect the 'D' door adjustable radius rods and fit the leg fairing. With the undercarriage locked in the up position, and the straps securing the leg fairing tight, ensure that the fairing has all round clearance of .050" with the underside of the wing. A flush fit is effected by the addition or removal of the packing washers on the strap attachment fittings, and by moving the fairing about the leg.

Cont'd.....



At the same time ensure a clearance of .05" to .2" between the leg fairing and 'D' door. (This does not refer to the leg fairing shroud which overlaps the 'D' door.) When a good fit has been obtained, lower the undercarriage and, with the compression leg fully deflated and compressed, ensure that the torque links do not foul the leg fairing.

14. Reconnect the 'D' door adjustable radius rod and carry out a retraction test with a hydraulic rig. On completion refit all access and inspection panels and re-lock all appropriate parts which were broken down to carry out this S.I.

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

F. Nil

G. Nil.

The appropriate AP. Section 3, Chap.5 Heading 'Alighting Gear' will be amended in due course.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V. No. 520.



DATE 17.11.54.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.  
SUB HEADING 6 ENGINE INSTALLATION.

Special Technical Notice/Vampire/28  
Gun Heater Pipe: Routing.

Vampire Mk. 1, 3, 5, 9, 10, 11, Sea Vampire Mk. 20, 21, 22.

A case has been reported on a Vampire Mk. 5 of the gun heating pipe routed between No. 14 and 15 combustion chambers almost touching the H.T. lead securing nut on the ignitor plug in No. 14 combustion chamber. On operating the ignition system a short occurred between the H.T. lead and gun heating duct resulting in a wet start and subsequent fire in the tail pipe, causing considerable damage to the tail plane and boom.

Although this can be regarded as an isolated case, personnel servicing Vampire aircraft are to be informed of this possible defect and advised that the pipe can be rotated so that it is well clear ( $1\frac{1}{2}$ " ) of the H.T. nut without any modification to the original clips, etc.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V. No 521.



DATE 18.11.54.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.  
SUB HEADING 8 GENERAL.

Special Flying Instruction TF/629.

Vampire T.11. aircraft.

1. Attention of all pilots is drawn to Pilots Notes, Vampire T.11, paragraph 73 (vi).
2. The ground/flight switch must not repeat not be set to ground position (out) otherwise fire extinguisher system made inoperative.
3. Modification action under consideration.

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DE HAVILLAND SERVICE

AIRSPPEED DIVISION

CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE  
CHRISTCHURCH 1600

CABLES  
HAVILLAND TELEX CHRISTCHURCH

TELEX  
CHRISTCHURCH 41-536

TECHNICAL NEWS SHEET

SERIES V

No. 521

Issue 2

DATE 9. 10. 1958



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

This News Sheet cancels and supersedes Issue 1 dated 18. 11. 1954.

VAMPIRE AIRFRAME, GENERAL CIRCULATION

SUB HEADING 8. GENERAL.

11. ELECTRICAL INSTALLATION.

USE OF GROUND/FLIGHT SWITCH.  
(SPECIAL FLYING INSTRUCTION TF/629)

Vampire Mark 11.

This information was cancelled by the Review of Special Flying Instructions contained in Special Technical Notice/Procedure/11, dated 7.3.1956, (not issued on Technical News Sheets), as the relevant Pilot's Notes have been amended.

- 0 -

The last News Sheet applicable to the Mark 11 was V. 520.

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File

SUB HEADING 7 FUSELAGE ASSEMBLY

VAMPIRE T. MK. 11 AIRCRAFT - FUSELAGE TO INCREASE CLEARANCE  
BETWEEN EJECTOR SEAT BAROSTAT AND CANOPY ARCH

CLASS 2

Mod. No. Vampire 3367

The existing clearance between the ejector seat barostat control and canopy rear arch is insufficient to allow for accumulated tolerances. This modification introduces a special packing to tilt the seat slightly forward thus obviating any possibility of a foul on the canopy arch.

This modification is to be embodied concurrently with Mod. No. Vampire 3282 (fully automatic MK. 3 ejection seats. Pt. (A) when Mod. 3167 Pt. (B) is embodied and Pt. (B) when Mods. 3281 and 3167 Pt. (B) are embodied introduction).

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

## TECHNICAL NEWS SHEET

SERIES V

No 523



DATE 13. 12. 54.

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

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

SPECIAL TECHNICAL NOTICE/VAMPIRE/29.  
WINDSCREENS: RELEASE UNDER CONCESSION.

Vampire T.11 aircraft.

*Actioned*

1. A quantity of windcreens Part No. 15FC.2783 has been released for service showing interlayer separation at the edges.
2. At a meeting to determine the serviceability of these items it was agreed that a concession should be given to de Havillands for the release of these windcreens provided the separation of interlayer and/or penetration of Bostik is not greater than  $\frac{1}{2}$ " from the edge of the bullet proof block. In the case of dry air sandwich windcreens this concession does not apply to the interspacer as separation here might cause serious weakening of the joint. The above concession is subject to inspection of the windcreens of final release of the aircraft to ensure that the separation has not increased beyond the limit of  $\frac{1}{2}$ ".
3. Concession No. B.4443 has been allotted for this purpose.
4. The F.700 of aircraft released with concession windcreens will be endorsed as follows:-  
  
"Windscreen to Concession B.4443 fitted. Separation of laminations to be checked at each Primary Servicing. If separation exceeds half an inch from edge change the screen".
5. Windcreens, under concession, issued as spares will bear a flat white patch with the Concession No. "B.4443". When such windcreens have been fitted the patch is to be removed and an endorsement as above is to be made in the Form 700.

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Issue if not already acknowledged  
11/12/55  
9/0

DE HAVILLAND SERVICE

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TECHNICAL NEWS SHEET

SERIES V

No 523  
Issue 2



DATE 1.11.55.

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

THIS TECHNICAL NEWS SHEET CANCELS AND SUPERSEDES ISSUE 1 DATED 13.12.54.

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

WINDSCREENS AND SIDESCREENS: BULLETPROOF BLOCK  
AND DRY AIR SANDWICH TYPES - INTERLAYER SEPARATION.

Some windscreens also side screens may be found with interlayer separation showing at the edges. Such windscreens and sidescreens may be used and continue in use provided the interlayer separation does not exceed half an inch ( $\frac{1}{2}$ " ) from the edge of bulletproof block types - appearance of Bostik having, in some cases, penetrated into the separation may also be evident. In the case of interlayer separation with the dry air sandwich type of screens the amount of separation permitted is limited to point two of an inch (.2") which must not be exceeded.

(2) Interlayer separation in the dry air sandwich screens may have been due to the core of the air space valve not having been removed before fitting the drying tube; therefore it is most important to ensure that this has been done, so that the screens may 'breath' without causing stress in the panels.

(3) Stored windscreens and sidescreens need not be given a pre-issue inspection at Aircraft Equipment Depots. Issues from unit stores are to be inspected and if any interlayer separation exists which exceeds the amounts stated herein they should be discarded.

NOTE: This information is covered by Special Technical Notice/Vampire/46 issued by R.D.A. (Defects) M.O.S. St. Giles Court, St. Giles High Street, London W.C.2., and this cancels and supersedes Special Technical Notice/Vampire/29 published on Issue 1 of this Technical News Sheet.

*Reviewed*  
*[Signature]*

## 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 523



Issue 3

DATE 29.3.57.

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

This Technical News Sheet cancels and supersedes Issue 2 dated 1.11.55.

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

WINDSCREENS AND SIDESCREENS (BULLETPROOF BLOCK AND  
DRY AIR SANDWICH TYPES) - INTER-LAYER SEPARATION

Vampires and Sea Vampires of all marks.

Some windcreens, also sidescreens, may be found with interlayer separation showing at the edges. Such windcreens and sidescreens may be used and continue in use provided the interlayer separation does not exceed one inch from the edge of bulletproof block types - appearance of Bostik having, in some cases, penetrated into the separation may also be evident. In the case of interlayer separation with the dry air sandwich type of screens the amount of separation permitted is limited to point two of an inch (.2") which must not be exceeded.

(2) Interlayer separation in the dry air sandwich screens may have been due to the core of the air space valve not having been removed before fitting the drying tube; therefore it is most important to ensure that this has been done, so that the screens may 'breathe' without causing stress in the panels.

(3) Stored windcreens and sidescreens need not be given a pre-issue inspection at Aircraft Equipment Depots. Issues from unit stores are to be inspected and if any interlayer separation exists which exceeds the amounts stated herein they should be discarded.

This information has been issued by the Ministry of Supply as Special Technical Notice/Vampire/46 as amended by 46A.

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TECHNICAL NEWS SHEET

SERIES V

No 523  
Issue 4



DATE 6.8.57.

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

This Technical News Sheet cancels and supersedes Issue 3 dated 29.3.57.

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

WINDSCREENS AND SIDESCREENS (BULLETPROOF BLOCK  
AND DRY AIR SANDWICH TYPES) - INTER-LAYER SEPARATION.

Vampires and Sea Vampires of all marks.

The improved supply position of replacement windcreens and sidescreens renders the concession limits for inter-layer separation (published in previous issues of this news sheet) no longer necessary and they are now cancelled.

These screens should be judged by normal standards in the future.

This information has been issued by the Ministry of Supply as Special Technical Notice/Vampire/46 (Cancellation).

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# DE HAVILLAND SERVICE

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## TECHNICAL NEWS SHEET

SERIES V

No 524



DATE 14.12.54.

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

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

- (A) Serviceing Instruction/Vampire/51.  
(Superseding and Cancelling S.I./Vampire/40)  
Fuselage Fuel Tank Filler Neck: Sealing. *Issued*
- (B) Vampire Mks. 1, 3, 5, 9, 11, 10 and Sea Vampire Mks. 20, 21, 22 aircraft.
- (C) Cases have been reported of fuel overflowing during refuelling and leaking past the seal between the fuselage tank filler neck and the fuselage to enter the tank bay. It has been observed that the tank securing straps require periodic tightening.
- (D) Not later than the next Primary Star Servicing and at each subsequent Minor Servicing proceed as follows:-
1. Check the tightness of the tank securing strap. Where found loose ensure that the tank is correctly positioned and re-tighten.
  2. Check the efficiency of the filler neck to fuselage seal by temporarily blanking off the filler neck drain pipe (which is to be removed after testing) and filling the fuselage filler neck aperture with coloured marking fluid or fuel. If latter is used ensure that any leakage is prevented from contaminating battery vents etc.
  3. If any fluid leaks into the Tank Bay, to avoid having to remove the Tank a temporary repair can be effected by applying a fillet of Bostik No. 1410 around the edge of the rubber seal in the filler neck aperture.
  4. Should this temporary remedy be carried out, the instructions in Para. D.5. are to be observed at the first convenient opportunity. If when carrying out the instructions required in Para. D.2. it is obvious that the filler neck has become displaced in relation to the fuselage aperture, it is doubtful if the temporary remedy will be effective, dependant, of course, upon the degree of displacement, and in this even the Tank should be removed and the following paragraphs applied.

Continued.....

5. Whenever it is necessary to remove the fuselage fuel tank, Vampire Modification 3249 must be embodied if not already done, and on replacing the tank the instructions for obtaining a satisfactory seal contained in that Modification Leaflet strictly applied.
6. After the first flight following a tank replacement, the security of the fuselage tank retaining strap is to be checked and tightened where necessary.

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

(F) Nil.

(G) Nil. The A.P. will be amended to include instructions for obtaining a satisfactory seal.

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# DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

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## TECHNICAL NEWS SHEET

SERIES V

No 524  
ISSUE 2



DATE 27.12.1956

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

This Technical News Sheet cancels and supersedes Issue 1 Dated 14.12.54.

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

*Issued on AM*

### Fuselage Fuel Tank Filler Neck: Sealing

Vampire Marks 1, 3, 5, 6, 9, 10, 11, 20, 21, 22, 50, 52, 52A, 54, 55

Cases have been reported of fuel overflowing during refuelling and leaking past the seal between the fuselage tank filler neck and the fuselage to enter the tank bay. It has been observed that the tank securing straps require periodic tightening.

Not later than the next Primary Star Servicing and at each subsequent Minor Servicing proceed as follows:-

1. Check the tightness of the tank securing strap. Where found loose ensure that the tank is correctly positioned and re-tighten.
2. Check the efficiency of the filler neck to the fuselage seal by temporarily blanking off the filler neck drain at the cover plate drain hole (which is to be removed after testing) and filling the fuselage filler neck aperture with coloured marking fluid or fuel. If the latter is used, ensure that any leakage is prevented from contaminating Battery Vents, etc.

The filler neck drain pipe also carries the Booster Pump Drain and if the external drain pipe is used as a method of blanking off, it will be necessary to disconnect the Fuel Pump Drain at the Pump and blank off. (Again removing all blanks after testing).

3. If any fluid leaks into the Tank Bay, to avoid having to remove the Tank a temporary repair can be effected by applying a fillet

Cont.....

of Bostik No. 1410 around the edge of the rubber seal in the filler neck aperture.

4. Should this temporary remedy be carried out, the instructions in Para. 5 are to be observed at the first convenient opportunity. If when carrying out the instructions required in Para. 2 it is obvious that the filler neck has become displaced in relation to the fuselage aperture, it is doubtful if the temporary remedy will be effective, dependant, of course, upon the degree of displacement, and in this event the Tank should be removed and the following paragraphs applied.
5. Whenever it is necessary to remove the fuselage fuel tank, Vampire Modification 3249 must be embodied if not already done, and on replacing the tank the instructions for obtaining a satisfactory seal contained in that Modification Leaflet strictly applied.
6. After the first flight following a tank replacement the security of the fuselage tank retaining strap is to be checked and tightened where necessary.

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

The relevant publications will be amended to include instructions for obtaining a satisfactory seal.

The embodiment of Modification 3431 (Vampire T.11, 22 and 55) will render compliance with this Instruction unnecessary.

This information has been issued by the Ministry of Supply as Servicing Instruction/Vampire/51A, which also cancels and supersedes Servicing Instruction/Vampire/40 on Technical News Sheet V.375.

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TECHNICAL NEWS SHEET

SERIES V

No 525.



DATE 29.12.54.

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

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

Special Technical Notice/Vampire/30.  
AP.4099 E and G: Misquotation of Cold Air Unit.

Vampire Mk. 9 aircraft.

*Advanced*

Herewith advance information for temporary amendment action pending an official amendment:-

"It has been observed that A.P.4099 E. & G., Volume 1, Section 4, Chapter 3, Paragraph 60E, erroneously quotes the Cold Air Unit as A.C.R.E. 8 Mark 1A. This should read A.C.R.E. 8 Mark 1B."

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DE HAVILLAND SERVICE  
AIRSPEED DIVISION

CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE  
CHRISTCHURCH 1600

CABLES  
HAVILLAND TELEX CHRISTCHURCH

TELEX  
CHRISTCHURCH 41-536

TECHNICAL NEWS SHEET

SERIES V

No. 525

Issue 2

DATE 10.9.1958



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

This News Sheet cancels and supersedes Issue 1 dated 29.12.1954.

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

COLD AIR UNIT : MISQUOTATION IN A.P.4099 E AND G.

Vampire Mark 9.

Special Technical Notice/Vampire/30, published on Issue 1 of this news sheet, is no longer applicable as the relevant information has been included in Air Publication 4099 E and G at Amendment List 59.

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The last News Sheet applicable to the Mark 9 was V. 524.

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# DE HAVILLAND SERVICE

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## TECHNICAL NEWS SHEET

SERIES V. No 526.



DATE 30.12.54.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.  
SUB HEADING 16 UNDERCARRIAGE.

NOSE WHEEL DOOR -  
FAILURE OF SPOT WELDING ON  
LEADING EDGE.

*Nic Stocks*

A number of nose wheel doors, part number 13FS 2015A/2 have been inspected and it was found that in some cases the spot welds had "Spluttered" over the edge of the front inner skin flange. It was also noted that the width of the inner skin flange varied on a number of doors.

A large percentage of the doors were satisfactory, and in these cases it could be seen that ample width of flange had been left on the inner skin leading edge, to carry out an efficient spot weld.

On doors where the failure of the spot welds has occurred,  $\frac{1}{8}$ " diameter aluminium alloy mushroom headed rivets should be inserted between the welds. The heads should be on the outside skin with the rivet countersunk into the inner skin flange. Where this repair is unsuccessful a replacement door should be fitted, as no other practical repair scheme could be applied.

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# DE HAVILLAND SERVICE

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## TECHNICAL NEWS SHEET

SERIES V

No 528



DATE 13. 1. 55.

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

### VAMPIRE AIRFRAME, GENERAL CIRCULATION.

#### SUB HEADING 1 ARMAMENT.

#### SUB HEADING 11 ELECTRICAL INSTALLATION.

- A. SPECIAL TECHNICAL INSTRUCTION/VAMPIRE/135.  
IRREGULAR RELEASE OF PRACTICE BOMBS. *Advised*
- B. Vampire Mark 9 aircraft on which Modification Vampire 950 is not embodied.
- C. A case has occurred of the irregular release of both Light Series Carriers, complete with stores, from a Vampire Mark 9 aircraft during a Practice Bombing attack. This was due to a short circuit which had developed in the 10 Pole loose pin plug, Type B.D.I. (Stores Reference 5X/4012), located in the starboard wing root of the aircraft. The reason for the short circuit was the deterioration of the insulation, through impregnation with oil, of the leads connected to numbers 3 and 6 pins of the plug at a point near their junction to the plug.
- D. At the first opportunity and not later than the next Minor Servicing remove the starboard inner fuel tank and examine the insulation of the leads connected to the 10 pole loose pin plug, type B.D.I. (Ref. 5X/4012). Replace the leads with Pren cables if found unserviceable.
- E. Record on appropriate Form.
- F. Nil.
- G. Mod. Vampire 950 introducing Pren cables in place of all existing Vin and Cel cables on Vampire 9 aircraft, when embodied will render compliance with this Instruction unnecessary.

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*file*

# 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 528

Iss. 2.



DATE 4. 3. 55.

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

*Approved & reached  
4.7.55. 2.55. 13!  
Abe.  
we have?*

VAMPIRE AIRFRAME, GENERAL CIRCULATION.  
SUB HEADING 1 ARMAMENT.  
SUB HEADING 11 ELECTRICAL INSTALLATION.

- A. SPECIAL TECHNICAL INSTRUCTION/VAMPIRE/135. AS AMENDED BY 135A.  
IRREGULAR RELEASE OF PRACTICE BOMBS.
- B. Vampire Mark 9 and 11 and Sea Vampire T.22 aircraft on which Modification Vampire 950 is not embodied.
- C. A case has occurred of the irregular release of both Light Series Carriers, complete with stores, from a Vampire Mark 9 aircraft during a Practice Bombing attack. This was due to a short circuit which had developed in the 10 Pole loose pin plug, Type B.D.I. (Stores Reference 5X/4012), located in the starboard wing root of the aircraft. The reason for the short circuit was the deterioration of the insulation, through impregnation with oil, of the leads connected to numbers 3 and 6 pins of the plug at a point near their junction to the plug.
- D. At the first opportunity and not later than the next Minor Servicing remove the starboard inner fuel tank and examine the insulation of the leads connected to the 10 pole loose pin plug, type B.D.I. (Ref. 5X/4012). Replace the leads with Pren cables if found unserviceable.
- E. Record on appropriate Form.
- F. Nil.
- G. Mod. Vampire 950 introducing Pren cables in place of all existing Vin and Cel cables on Vampire 9 aircraft, when embodied will render compliance with this Instruction unnecessary.

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## TECHNICAL NEWS SHEET

SERIES V

No. 528  
Issue 3.



DATE 28.9.55.

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

THIS TECHNICAL NEWS SHEET CANCELS AND SUPERSEDES ISSUE 1 DATED 13.1.55.  
AND ISSUE 2 DATED 4.3.55.

VAMPIRE AIRFRAME GENERAL CIRCULATION.  
SUB HEADING 1. ARMAMENT.  
SUB HEADING 11. ELECTRICAL INSTALLATION.

*10 Issued*

### IRREGULAR RELEASE OF PRACTICE BOMBS.

Vampire All Marks on which Vampire Modification 950 is not Embodied.

We are circulating for your information and necessary action, the following, which has been issued by R.D.A. (Defects), M.O.S. St. Giles Court, St. Giles High Street, London, W.C.2., in the form of Special Technical Instruction/Vampire/143 which cancels Special Technical Instruction/Vampire/135A published on Issue 2 of this Technical News Sheet.

A case has occurred of the Irregular release of both light series carriers, complete with stores, from a Vampire Mk.9 Aircraft during a practice bombing attack. This was due to a short circuit which had developed in the 10 pole loose pin plug, Type B.D.I., Stores Ref.5X/4012, located in the Port and Starboard Wing roots of the aircraft. The reason for the short circuit was the deterioration of the insulation, through impregnation with oil, of the leads connected to Nos.3 and 6 pins of the plug at a point near their junction to the plug.

At the first opportunity the Port and Starboard Inner Fuel Tanks are to be removed, and the leads connected to the 10 pole loose pin plug, Type B.D.I., Ref.5X/4012, checked to ensure they are Unipren Cables. Where other type cable is found, whether damaged or not, replace with Unipren.

Record on appropriate form.

Modification Vampire No.950 renders the compliance with this instruction unnecessary.

DMR.

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# DE HAVILLAND SERVICE

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## TECHNICAL NEWS SHEET

SERIES V

No 528  
Issue 4.



DATE 1.3.56.

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

THIS TECHNICAL NEWS SHEET CANCELS AND SUPERSEDES ISSUE 1 DATED 13.1.55.  
ISSUE 2 DATED 4.3.55. AND ISSUE 3 DATED 28.9.55.

VAMPIRE AIRFRAME, GENERAL CIRCULATION.  
SUB HEADING 1. ARMAMENT.  
SUB HEADING 11. ELECTRICAL INSTALLATION.

### IRREGULAR RELEASE OF PRACTICE BOMBS.

Vampire All Marks on which Vampire Modification 950 is not Embodied.

We are circulating for your information and necessary action, the following, which has been issued by R.D.A. (Defects), Ministry of Supply, St. Giles Court, St. Giles High Street, London, W.C.2., in the form of Special Technical Instruction/Vampire/143A which cancels Special Technical Instruction/Vampire/135A published on Issue 2 of this Technical News Sheet.

A case has occurred of the Irregular release of both light series carriers complete with stores, from a Vampire Mk.9 Aircraft during a practice bombing attack. This was due to a short circuit which had developed in the 10 pole loose pin plug, Type B.D.I., Stores Ref.5X/4012, located in the Port and Starboard wing roots of the aircraft. The reason for the short circuit was the deterioration of the insulation, through impregnation with oil, of the leads connected to Nos. 3 and 6 pins of the plug at a point near their junction to the plug.

At the first opportunity the Port and Starboard Inner Fuel Tanks are to be removed, and the leads connected to the 10 pole loose pin plug, Type B.D.I., Ref. 5X/4012, checked to ensure they are Quinprensheath 6 cables. Where other type cable is found, whether damaged or not, replace with Quinprensheath 6 (RAF Stores Ref.5E/3115).

Record on appropriate form.

Modification Vampire No.950 renders the compliance with this instruction unnecessary.

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# DE HAVILLAND SERVICE

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## TECHNICAL NEWS SHEET

SERIES V No 528  
Issue 5



DATE 23.4.56.

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

*letter to AM  
through FALC  
7513/ENG  
J*

THIS TECHNICAL NEWS SHEET CANCELS AND SUPERSEDES ISSUE 1 DATED 13.1.55. ISSUE 2 DATED 4.3.55. ISSUE 3 DATED 28.9.55 AND ISSUE 4 DATED 1.3.56.

VAMPIRE AIRFRAME, GENERAL CIRCULATION.

SUB HEADING 1. ARMAMENT.

SUB HEADING 11. ELECTRICAL INSTALLATION.

IRREGULAR RELEASE OF PRACTICE BOMBS.

Vampire All Marks on which Vampire Modification 950 is not Embodied.

We are circulating for your information and necessary action, the following, which has been issued by R.D.A. (Defects), Ministry of Supply, St. Giles Court, St. Giles High Street, London, W.C.2., in the form of Special Technical Instruction/Vampire/143A which cancels Special Technical Instruction/Vampire/135A published on Issue 2 of this Technical News Sheet.

A case has occurred of the Irregular release of both light series carriers complete with stores, from a Vampire Mk.9 Aircraft during a practice bombing attack. This was due to a short circuit which had developed in the 10 pole loose pin plug, Type B.D.I., Stores Ref.5X/4012, located in the Port and Starboard wing roots of the aircraft. The reason for the short circuit was the deterioration of the insulation, through impregnation with oil, of the leads connected to Nos. 3 and 6 pins of the plug at a point near their junction to the plug.

At the first opportunity the Port and Starboard Inner Fuel Tanks are to be removed, and the leads connected to the 10 pole loose pin plug, Type B.D.I., Ref. 5X/4012, checked to ensure they are Unipren or Quinprensheath 6 (5E/3115) cables. Where other type cable is found, whether damaged or not, replace with Unipren or Quinprensheath 6 (RAF Stores Ref.5E/3115) where Unipren is found to be unsuitable.

Record on appropriate form.

Modification Vampire No.950 renders the compliance with this instruction unnecessary.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 529



DATE 27.1.55.

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

VAMPIRE AIRFRAME. GENERAL CIRCULATION.  
SUB HEADING 8 GENERAL.

Special Flying Instruction TF.638 and Amendment.  
Vampire 3, 5 and 9 Aircraft: Hood Winding Handle:  
Provision of Lanyard.

When STI/VAMP/133 is complied with or when Mod. 3307 is embodied, a lanyard is provided above the hood seal cock. Inadvertent unwinding of handle in flight is prevented when lanyard is attached to handle.

Instructions for use:-

- (a) Before take-off, attach lanyard with handle in nine o'clock position and complete movement of handle to seven o'clock position.
- (b) Hood jettisoning is not affected by position of the lanyard.

Pilots Notes will be amended.

NOTE: Also to be applied to Sea Vampire Mks. 20 and 21 and these will be covered by corresponding separate S.F.I.-R.N. at Naval Units.

*A.S.I. and Yeak notes  
revised on this.  
for [signature] Y/W.  
A.I.T.  
28/3/55.*

.....

DE HAVILLAND SERVICE  
AIRSPEED DIVISION

CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE  
CHRISTCHURCH 1600

CABLES  
HAVILLAND TELEX CHRISTCHURCH

TELEX  
CHRISTCHURCH 41-536

TECHNICAL NEWS SHEET

SERIES V

No. 529

Issue 2

DATE 9.10.1958



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

This News Sheet cancels and supersedes Issue 1 dated 27.1.1955.

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

CANOPY HOOD WINDING HANDLE; PROVISION OF LANYARD.  
(SPECIAL FLYING INSTRUCTION TF/638).

Vampire Marks 3, 5, 9.  
Sea Vampire Marks 20, 21.

This information was cancelled by the Review of Special Flying Instructions contained in Special Technical Notice/Procedure/11, dated 7.3.1956, (not issued on Technical News Sheets), as the relevant Pilot's Notes have been amended.

- o -

The last News Sheet applicable to the Marks 3, 5, 9, 20 and 21 was V. 528.

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~~Stence~~ *File*  
DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345  
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TECHNICAL NEWS SHEET

SERIES V No 530



DATE 27.1.55.

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

*Vol 3 Sect 2 Sub Sect A.21*

*AW HQ etc*

VAMPIRE AIRFRAME. GENERAL CIRCULATION.  
SUB HEADING 16 UNDERCARRIAGE.

*14.4.55*

Special Technical Notice/Vampire/31  
Main U/C. Top Jack Attachment Bolt: Security.

*Stores Ref 26 FC/6440*

With reference to the special Bolt, ~~Part No. 200-1901~~, fitted to the main undercarriage top jack attachment fitting, a case has been reported where the thin nut "over-ran" the thread so that the castellated portion only remained in engagement with the bolt threads. Some cases have also occurred where the thin nut Part No. A.58.E.S did not secure the washer to the bolt shank face. This was due to the shoulder, formed to locate the washer, protruding through the washer and causing the nut to bottom on this shoulder before nipping the washer. It is pointed out that this thin nut does not require overtightening, as it is not subjected to any end loads.

*It is found*  
2. If an operator considers that the thin nut will not engage on a sufficient number of threads, or the nut does not secure the washer to the face of the bolt shank, two washers, ~~part number SP-1531~~ can be fitted with a thin  $\frac{1}{4}$ " B.S.F. Nut, ~~Part No. A.58.E.S.~~ *Stores Ref 28 M/12253*

*Stores Ref 28 M/13936*  
3. Further production of these bolts will be amended to overcome this fault. The .050" x .25" dia. shoulder immediately after the bolt shank and prior to the commencement of the undercut, will be deleted. This will increase the number of threads on which the nut can engage.

Source: - *De Havilland T.N.S. V.530*

Date: - *27.1.55*

*B HG*  
*STSO*