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TECHNICAL NEWS SHEET

SERIES V. NO 531 DATE 31.1.55.

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/641.
Vampire NF.10 and T.11 aircraft: Revised Engine Limitations.

Engine limitations Goblin 3 are revised as follows:-

(a) Take-off and operational necessity (thirty minute limit) ten thousand six hundred r.p.m. jet pipe temperature seven hundred and ten degrees centigrade maximum.

(b) Minimum approach r.p.m. [illegible]ve thousand five hundred.

(c) Maximum continuous ten thousand two hundred and fifty r.p.m. jet pipe temperature six hundred and fifteen degrees centigrade maximum.

(d) Ground idling three thousand plus or minus two hundred r.p.m. jet pipe temperature five hundred and fifty degrees centigrade maximum.

(c) R.p.m. must be reduced to ten thousand five hundred above twenty-five thousand feet in a climb, or above thirty-five thousand feet in level flight.

Pilot's Notes will be amended.

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A report

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

TECHNICAL NEWS SHEET

SERIES V No. 531 Issue 2 DATE 18.11.57

This Technical News Sheet cancels and supersedes Issue 1 dated the 31.1.55

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8, GENERAL

Already issued per air staff.

GOBLIN 3 ENGINE LIMITATIONS

Vampire Marks 10 and 11
See Vampire Mark 22

The jet pipe temperature limitations for the Goblin 3 engine have been revised as follows :-

Maximum continuous	650°C	(formerly 615°C)
Ground idling	600°C	(formerly 550°C)

Pilot's Notes will be amended in due course.

This information has been issued by the Ministry of Supply as Special Flying Instruction / Vampire / 11.

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TECHNICAL NEWS SHEET

SERIES V NO 532 DATE 14. 2. 55.

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

SPECIAL TECHNICAL NOTICE/VAMPIRE/32. CANOPY JETTISON GUN: INTRODUCTION OF MODIFIED MECHANISM.

Vampire N.F. Mk.10 aircraft embodying Mod. 3150 may be affected by ingress of foreign matter into canopy jettison gun firing pin mechanism.

Mod. 3409 introduces firing head identified by etching across end Assy. No. "YM.772-3360" which is less liable to be affected.

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TECHNICAL NEWS SHEET

SERIES V No 533 DH AIRCRAFT DATE 14. 2. 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 7 FUSELAGE ASSEMBLY.

SEALING OF TRIPLEX LAMINATED GLASS WINDSCREENS.

Experience has shown that the former methods of using seaplane varnish and Bostik 1222 for sealing of Triplex type windscreens in Venom and Vampire aircraft has proved unsatisfactory.

Modifications Venom 539, Sea Venom No. 314 and Vampire 3340 have now been resolved where only Boscoprene 2100 (Parts A and B mixed) without the use of primer is allowed for sealing. The application of seaplane varnish has also been discontinued.

The revised method of sealing has, in some instances, been interpreted to mean that the varnish or incorrect sealant should be removed. It is advised that no solvents or similar liquids should be used in contact with the laminations and no attempt should be made to remove varnish from screens so treated.

The present sealant Boscoprene 2100 does not stick to the screen and should not present any difficulty in cleaning after assembly.

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TECHNICAL NEWS SHEET

SERIES V NO. 534 DATE 21. 2. 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/639.
VAMPIRE MK.5, 9, 10 AND 11 AIRCRAFT: GOBLIN 2 AND 3 ENGINES:
HIGH ENERGY IGNITION.

The high energy ignition system was introduced to provide more positive relighting-in-flight facilities. When Goblin Mods. 830 (Mk.3) and 984 (Mk.2) are incorporated together with the Vampire Mods. 963, 995 and 3194 the booster coil test switch, booster coils and H.T. igniter plugs are superseded by a rotary clockwork time switch (marked IGNITION-ON-OFF) high energy condenser units and igniter plugs. The time switch may also be used for testing the system on the ground.

2. Engine failure in flight.

(a) Goblin Mks. 2 and 3.

Should a rich extinction occur in flight due to too rapid opening of the throttle, immediately close both the H.P. cock and the throttle.

(b) Goblin Mk.3 only.

Should combustion cease through a defect in the fuel system attributable to the H.P. pumps, BPC or servo system (e.g. a sudden drop in engine r.p.m. when the throttle has not been moved) immediately close both the throttle and H.P. cock and set the H.P. pump isolating switch to ON. Leave the switch ON for the remainer of the flight.

3. Relighting in flight.

(a) If combustion ceases above 30,000 feet reduce height immediately to, or below, that height, since relighting is more positive bel

Continued...

(b) Maintain an airspeed of 150 knots or above, to prevent overheating which may occur during relighting, particularly at high altitude.

(c) To relight, check that the throttle is closed, then turn the rotary ignition switch in a clockwise direction to ON, and, as nearly simultaneously as possible, open the H.P. cock. A relight should occur within the time setting (20 seconds) of the switch. If the engine fails to relight, close the H.P. cock and allow at least 30 seconds (60 seconds if possible) before attempting a further relight.

(d) If a number of unsuccessful attempts are made the relight drill may be attempted with the throttle fully open, closing it immediately a relight is achieved.

(e) Once a relight has been successfully accomplished, open the throttle carefully to the desired r.p.m. If high jet pipe temperatures are observed diving the aircraft will assist the engine to accelerate.

(f) A known cause of failure to relight in flight is insufficient voltage. It is therefore advisable that all non-essential electrical services should be switched OFF before relighting. The booster pump must remain ON, however. (See Note below).

4. In T.11 aircraft modified to incorporate the single instrument panel the rotary time switch is replaced by a relight button on the H.P. cock lever. When relighting in this case, the same drill should be followed, except that the relight button must be pressed simultaneously with opening the H.P. cock and kept pressed until relight occurs, i.e. with 20 seconds.

5. This Special Flying Instruction will be cancelled when the above information is incorporated in Pilots Notes.

NOTE: Ignition Units are tested to operate at input voltages down to 16 volts (See Para. 3(f) above).

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CHRISTCHURCH 1600

CABLES
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CHRISTCHURCH 41-536

TECHNICAL NEWS SHEET

SERIES V No. 534 Issue 2 DATE 9. 10. 1958

This News Sheet cancels and supersedes Issue 1 dated 21. 2. 1955.

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8. GENERAL.

HIGH ENERGY IGNITION SYSTEM : INTRODUCTION
(SPECIAL FLYING INSTRUCTION TF/639).

Vampire Marks 5, 9, 10, 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 Pilots Notes have been amended.

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The last News Sheet applicable to the Marks 5, 9, 10 and 11 was V. 533.

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TECHNICAL NEWS SHEET

SERIES V NO 535 DH AIRCRAFT DATE 21. 2. 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 Section A20

Air HQ etc
14.4.55

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 16 UNDERCARRIAGE.

SPECIAL TECHNICAL NOTICE/VAMPIRE/33.
ADDITIONAL CHECK OF MAIN UNDERCARRIAGE AFTER A DRIFT OR HEAVY LANDING.

Vampire Marks ~~1, 3, 5,~~ 9, ~~10~~ and 11 ~~and Sea Vampire Mks. 20, 21, 22.~~

1. Two recent Vampire undercarriage failures were attributed to the radius rod upper link, Pt. No. G.001001 and 2A, having cracked during a previous heavy landing across the top of the needle house bearing, permitting the needle house to be forced out from the upper link during a subsequent landing which resulted in the main undercarriage collapsing.

2. In one of the above cases, a previous heavy landing had been reported two days earlier and a check of the undercarriage had been carried out, but, owing to the position at which the upper link had cracked, it was impossible to detect it by looking up into the Undercarriage Bay.

3. ~~It is recommended~~ In future when a drift or heavy landing is reported, ~~that~~ the inspection panel, situated on the top wing skin immediately above the main undercarriage, is to be removed and a thorough inspection of the radius rod upper link ~~is~~ carried out from this point.

4. This ~~Special~~ Technical Notice/Order should also be applied in cases where the red undercarriage warning light remains on. The reason for this is that it may be an indication that the upper link has cracked and that the micro switch, which is mounted on the upper link, is not therefore being 'made'. If this is the case, it is possible to obtain a red light in the up and down position indicating that the undercarriage is not correctly locked.

NOTE: All undercarriage micro switch adjustments should be followed by an undercarriage retraction test.

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TECHNICAL NEWS SHEET

SERIES V No 536 DATE 2. 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 6 ENGINE INSTALLATION.

ENGINE BURNER HOSES - FREEDOM OF MOVEMENT.

1. ~~Our attention has been drawn to the fact that the~~ Flexible burner hoses on the engine are occasionally found lashed to airframe pipes. Such a condition could lead to eventual failure of the hoses due to the reduction of their flexibility.

2. ~~It is considered advisable, therefore, that~~ any such lashing must be removed to leave the burner hoses completely free.

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TECHNICAL NEWS SHEET

SERIES V No 537 DATE 3.3.55.

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

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

Vol 3 Sect 2 Sub Sect A28

CABIN PRESSURE TESTING - REVISED LEAK RATE.

The Air Ministry have agreed to a concession being granted on all marks of Vampire aircraft to permit the cabin leakage rate to be lowered for repaired aircraft, or for those which have seen service.

The time taken for the cabin differential pressure to fall from $2\frac{3}{4}$ lb. per square inch to $1\frac{3}{8}$ lb. per square inch is now to be not less than 12 seconds. (This figure was 20 seconds).

This concession applies to Vampire Marks F.1, F.3, F.B.5, F.B.9, N.F.10 and T.11 of the Royal Air Force.

For the benefit of civil operators of Vampire aircraft, who may wish to grant a similar concession for their own use, the nearest equivalent mark numbers are as follows:-

F.B.6, F.B.50, F.B.52, FB,52A, N.F.54 and T.55.

Action is being taken to amend the relevant publications.

SOURCE: DHTNS V537
Date: 3.3.55

HJP 4/3

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TECHNICAL NEWS SHEET

SERIES V No 538 DH AIRCRAFT DATE 3.3.55.

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

VAMPIRE AIRFRAME. GENERAL CIRCULATION.
SUB HEADING 8 GENERAL.

Instruction to Pilots/~~Vampire~~/ 2.

Vampire T. Mk.11 Aircraft fitted with ejection seats (Vampire Mod. 3282) must not REPEAT not be flown until ejection seat Mod.222 which lengthens blind handle is fitted and correct safety equipment listed below is carried:-

(A) Mark 9 Parachute (15A/671) and
(B) Mark 8 Back Pad. (15A/728) and
(C) Cutaway Seat Cushion. (15A/729) and
(D) Survival Pack to O.R.856. (27C/2319).

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TECHNICAL NEWS SHEET

SERIES V No. 538 Issue 2 DATE 2.4.1958

AIRCRAFT

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

This News Sheet cancels and supersedes Issue 1 dated 3.3.1955.

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8. GENERAL

EJECTION SEATS : CORRECT SAFETY EQUIPMENT TO BE USED.

Instruction to Pilots/Vampire/2, published on Issue 1 of this news sheet, has been cancelled by Special Technical Notice / Procedure / 11, dated 7.3.1956.

Full details of this equipment may be found in Air Publication 1182.

File

Pilot Order No 1 issued

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TECHNICAL NEWS SHEET

SERIES V NO 539 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 8 GENERAL.

SPECIAL FLYING INSTRUCTION R.N. NO.301 VAMPIRE MK.5 AND SEA VAMPIRE 20, 21 AND 22: INTRODUCTION OF HIGH ENERGY IGNITION TO GOBLIN MK.2 AND 3 ENGINES.

A High Energy Ignition System is introduced in Goblin Mark 2 and 3 engines to provide more positive relighting in flight facilities. When Goblin Mods. 830 (Mark 3) and 984 (Mark 2) are incorporated together with the Vampire Mods. 963, 995 and 3194 the booster coil test switch, booster coils and H.T. igniter plugs are superseded by a rotary clockwork time switch, marked IGNITION-ON-OFF, high energy condenser units and igniter plugs. The time switch may also be used for testing the system on the ground.

2. Engine failure in flight.

(a) Goblin Marks 2 and 3.

Should a rich extinction occur in flight due to too rapid opening of the throttle, immediately close both the H.P. cock and the throttle.

(b) Goblin Mark 3 only.

Should combustion cease through a defect in the fuel system attributable to the H.P. pumps, BPC or servo system (e.g. a sudden drop in engine r.p.m. when the throttle has not been moved) immediately close both the throttle and H.P. cock and set the H.P. pump isolating switch to ON. Leave the switch ON for the remainder of the flight.

3. Relighting in flight.

(a) If combustion ceases above 30,000 feet reduce height immediately to, or below, that height, since relighting is more positive below 30,000 feet.

Continued.....

(b) Maintain an airspeed of 150 knots or above, to prevent overheating which may occur during relighting, particularly at high altitude.

(c) To relight, check that the throttle is closed, then turn the rotary ignition switch in a clockwise direction to ON, and, as near simultaneously as possible, open the H.P. cock. A relight should occur within the time setting (20 seconds) of the switch. If the engine fails to relight, close the H.P. cock and allow at least 30 seconds (60 seconds if possible) before attempting a further relight.

(d) If a number of unsuccessful attempts are made the relight drill may be attempted with the throttle fully open, closing it immediately a relight is achieved.

(e) Once a relight has been successfully accomplished, open the throttle carefully to the desired r.p.m. If high jet pipe temperatures are observed diving the aircraft will assist the engine to accelerate.

(f) A known cause of failure to relight in flight is insufficient voltage. It is therefore advisable that all non-essential electrical services should be switched OFF before relighting. The booster pump must remain ON, however.

4. In T. Mark 22 aircraft modified to incorporate the single instrument panel, the rotary time switch is replaced by a relight button on the H.P. cock lever. When relighting in this case, the same drill should be followed, except that the relight button must be pressed simultaneously with opening the H.P. cock and kept pressed until relight occurs, i.e. within 20 seconds.

5. Pilot's Notes will be amended.

(S.F.I. TF/639 also refers).

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TECHNICAL NEWS SHEET

SERIES V No. 539 Issue 2 DATE 9. 10. 1958

AIRCRAFT

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

This News Sheet cancels and supersedes Issue 1 dated 4. 3. 1955.

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8. GENERAL.

HIGH ENERGY IGNITION SYSTEM : INTRODUCTION.

(SPECIAL FLYING INSTRUCTION R. N. 301).

Vampire Mark 5.
Sea Vampire Marks 20, 21, 22.

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 Pilots' Notes have been amended.

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The last News Sheet applicable to the Marks 5, 20, and 21 was V. 537.
The last News Sheet applicable to the Mark 22 was V. 538.

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File

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TECHNICAL NEWS SHEET

SERIES V NO 542 DATE 7. 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 7 FUSELAGE.

PRELIMINARY WARNING/VAMPIRE/8.

Vampire Mk. N.F.10 aircraft.

Emergency Jettison Control Handle: Removal of Strap Part No. 13S.1003 - A.

Before next flight locate and remove strap quoted to ensure that it cannot constitute a hazard when using jettison system.

File

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TECHNICAL NEWS SHEET

SERIES V No 543 DATE 7. 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 8 GENERAL.

SPECIAL FLYING INSTRUCTION R.N. No. 299. SEA VAMPIRE T. MK.22 AIRCRAFT: REVISED ENGINE LIMITATIONS.

The engine limitations, Goblin Mark Three as laid down in A.P.4269C-P.N., paragraph 42 are revised as follows:-

(a) Take-off and operational necessity (thirty minute limit) ten thousand six hundred r.p.m. Jet pipe temperature - seven hundred and ten degrees centigrade maximum.

(b) Add new line:- Minimum approach r.p.m. five thousand five hundred.

2. Pilots' Notes will be amended.

(SFI. TF/641 also refers).

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Spare - Check for OCMU & FWTO X

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TECHNICAL NEWS SHEET

SERIES V No 545 DATE 11. 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 6 ENGINE INSTALLATION.

SPECIAL TECHNICAL NOTICE/VAMPIRE/34.
BURNER HOSES: MISUSE.

Vampire and Sea Vampire aircraft.

Instances have been reported where miscellaneous equipment on the engine installation has been lashed to engine burner hoses. Units are advised that such practice is detrimental to the life of the burner hoses, and should be immediately discontinued, and where found, corrected.

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SERIES V No 545 DATE 11. 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 6 ENGINE INSTALLATION.

SPECIAL TECHNICAL NOTICE/VAMPIRE/34.
BURNER HOSES: MISUSE.

Vampire and Sea Vampire aircraft.

Instances have been reported where miscellaneous equipment on the engine installation has been lashed to engine burner hoses. Units are advised that such practice is detrimental to the life of the burner hoses, and should be immediately discontinued, and where found, corrected.

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S.T.S.O. file

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SERIES V NO 546 DH AIRCRAFT DATE 11. 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

To. V.3.51.55 A19 issued YES Check.

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

SPECIAL TECHNICAL NOTICE/VAMPIRE/35.
FUEL SYSTEM: CHAFING OF FUEL BALANCE PIPES.

Vampire Mks. 3, 5, 9, 10 and 11 and Sea Vampire Mks. 20, 21 and 22. Herewith an extract from Air Ministry postagram ref. A.96785/51/Air Eng.1(B) dated 2nd February 1955, forwarded for information and action where necessary:-

"Cases have been reported where Units, preparatory to carrying out modifications Vampire 3045 - "Light Weight Packing in Wing Tanks ....", have found fuel Balance Pipes chafing against the edge of the holes through which they are routed in the webs of the port and starboard ribs No.2. Thi[s] chafing is most unlikely to recur when Modification 3045 is embodied, but i[t] is strongly recommended that the Fuel Balance Pipes be suitably protected a[s] early as possible.

2. When carrying out Modification/Vampire/3045, or when No.1 Wing Tanks are next removed for any reason, the port and starboard Fuel Balance Pipes between No.1 and No.2, and No.1 and No.3 Wing Tank are to be examined and covered with hose as detailed below:-

Looking outboard from the No.1 Tank Bay, locate the two Fuel Balance Pipes, Part Nos. P00.1919ND (between Tanks 1 and 2), P00.2729ND (L.H.), P00.2730ND (R.H.) (between tanks 1 and 3).

Where these pipes pass through their respective holes in the Web of Ribs No.2, inspect the pipe for chafing. Where serious damage is evident, replace the pipe.

Cover each pipe with a 6" length of 1" i.d. hose to DTD.625, (Stores Ref. 32C/376) by splitting the hose and wrapping it over the pipes where they are routed through the rib web.

NOTE: On the forward pipe (connection between tanks 1 and 2) the[y] should also cover the area of the pipe which is directly above th[e] anchor nut, which is situated on the inner side of the bottom sk[in]

Continued.

approximately 1" inboard of Rib No.2."

"Secure the hose around each pipe with a Clip, Part No. AGS.605, (Stores Ref. 28E/818) and lash the hose from the clip to the rib as far as possible, using beeswaxed braided cord (Stores Ref. 33C/10 and 32A/94 respectively)."

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File

To index issued

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TECHNICAL NEWS SHEET

SERIES V NO 548 DATE 28.3.55.

Vol 9. 5.2.55 1922

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

VAMPIRE TRAINER AIRCRAFT - RIGGING OF CONTROL COLUMN.

Reference is made to the publications VMR-1-115 and AP.4099J, Section 3, Chapter 4, para. 5, sub-para. 2, which state that the control column grips are offset from the vertical 1·3 inches to starboard at the extreme top. AP4099J Vol 5 Parts 3 & 4 Sheet No 14 Item 71(b)(ii) effectivity sent

When Vampire Modification 3167 is embodied the control columns are to be rigged so that the centre of the rear button at head of column grips is to be ·35 inches approximately to starboard of centre line of column with the rigging pins inserted.

The publications will be amended in due course.

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GMB.

File

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TECHNICAL NEWS SHEET

SERIES V No 549 DATE 28.3.55.

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

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

Preliminary Warning/Vampire/9.

Vampire N.F.10 aircraft embodying Mod. 3150 and not embodying Mod. 3417. ~~Case reported~~ of inability to operate canopy jettison mechanism by jettison handles due to Part No. 12 - 20 FC 1171, Slide auxiliary handle assembly being distorted. Item connects directly to navigators canopy jettison handle.

Before next Flight remove cartridge from firing gun and check for similar defect. Fit new slide where necessary and report defects found by signal to R.D.A. (Defects) copy to R.T.O. at De Havilland, Christchurch.

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GMB.

J.V. Vol 3 Sect & V Sect 54 covers

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TECHNICAL NEWS SHEET

SERIES V NO 550 DATE 14. 4. 55.

AIRCRAFT

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

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

VAMPIRE TRAINER AIRCRAFT (POST MOD. 3151) - FOULING OF CANOPY HATCH AIR SEAL OPERATING LEVER WITH CANOPY HATCH CENTRE BEAM HEAD GUARD.

Cases have been reported of a foul between the canopy hatch air seal operating lever and the rubber head guard, Pt. No. 15-FC.3115A, which is secured to the hatch centre beam.

As this guard is not located along the hatch centre beam, it is found in some cases that the guard can move fore and aft approximately .50", and so with the guard moved fully forward a foul between the guard and lever is likely to occur. In such cases the internal hatch locking handle will not be correctly locked.

It is recommended that the following action be taken as soon as possible:-

(a) With the canopy hatch in the closed position, locate the rubber head guard which is secured to the canopy hatch centre beam.

(b) With the head guard moved fully forward cut back the starboard front cut-away, which accommodates the operating lever and the handle mechanism, to give a 1.0" minimum clearance between the tip of the air seal operating lever, when adjacent to the head guard cut-away. Also trim back rubber to suit.

(c) To ensure that the head guard is firmly located on the centre beam and that there is no fore and aft movement, it may be necessary to re-clinch the head guard metal "wrap-overs" to the hatch centre beam flange.

Vampire Modification 3448 has been raised and where embodied, will render the above action unnecessary.

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M.J.H.

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TECHNICAL NEWS SHEET

SERIES V No 550 Issue 2 DH AIRCRAFT DATE 29. 4. 55.

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

T.O. recvd. 5.2.55 V.3 DSU

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

A. SPECIAL TECHNICAL INSTRUCTION/VAMPIRE/138.
CANOPY HATCH AIR SEAL OPERATING LEVER: FOULING.

B. Vampire Mark T.11 and T.22 (Post Mod. Vampire 3151).

C. Cases have been reported of a foul between the canopy hatch air seal operating Lever and the rubber Head Guard, Pt. No. 15-FC.3115A, which is secured to the hatch centre beam.

As this guard is not positively located along the hatch centre beam, it is possible, in some cases, that the guard may move fore and aft approximately .50". With the guard moved fully forward a foul between the guard and lever is likely to occur. In such cases the internal hatch locking handle will not be correctly locked.

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

1. With the canopy hatch in the closed position, locate the rubber head guard which is secured to the canopy hatch centre beam.

2. With the head guard moved fully forward, cut back the starboard front cut-away, which accommodates the operating lever and the handle mechanism, to give a 1.0" minimum clearance between the tip of the air seal operating lever, when adjacent to the head guard cut-away. Also trim back rubber to suit.

3. To ensure that the head guard is firmly located on the centre beam and that there is no fore and aft movement, it may be necessary to re-clinch the head guard metal "wrap-overs" to the hatch centre beam flange.

E. Record on the appropriate form.

F. Nil.

G. Embodiment of Vampire Mod.3448 will render compliance with this S.T.I. unnecessary.

M.J.H.

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TECHNICAL NEWS SHEET

SERIES V No 550 Issue 3 AIRCRAFT DATE 1.3.57.

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 29.4.

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

CANOPY HATCH AIR SEAL OPERATING LEVER - FOULS RUBBER HEAD GUARD ON CENTRE BEAM

Vampire Marks 11 and 55 with modification 3151 embodied.
Sea Vampire Mark 22.

Cases have been reported of a foul between the canopy hatch air seal operating lever and the rubber head guard, Pt. No. 15-FC.31 which is secured to the hatch centre beam.

As this guard is not positively located along the hatch centre beam, it is possible, in some cases, that the guard may move fore and aft approximately .50". With the guard moved fully forward a foul between the guard and lever is likely to occur. In such cases the internal hatch locking handle will not be correctly locked.

As soon as possible and not later than the next Primary Station Servicing, proceed as follows:-

1. With the canopy hatch in the closed position, locate the rubber head guard which is secured to the canopy hatch centre beam.

2. With the head guard moved fully forward, cut back the starboard front cut-away, which accommodates the operating lever and the handle mechanism, to give a 1.0" minimum clearance between the tip of the air seal operating lever, when adjacent to the head guard cut-away. Also trim back rubber to suit.

3. To ensure that the head guard is firmly located on the centre beam and that there is no fore and aft movement,

cont....

it may be necessary to re-clinch the head guard metal "wrap-overs" to the hatch centre beam flange.

4. Paint a red line .35 inches wide on the canopy hatch lock lever and on both edges of the bottom web of the centre beam with the lever in the fully locked position. (This is an additional safety precaution incorporated in Vampire modification 3448 and should be applied to all aircraft at the earliest opportunity)."

Record on the appropriate form.

Embodiment of Vampire Mod. 3448 will render compliance with S.T.I. unnecessary.

This information has been issued by the Ministry of Supply Special Technical Instruction/Vampire/138A.

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TECHNICAL NEWS SHEET

SERIES V No 550 (Issue 4) AIRCRAFT DATE 9.5 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 1.3.

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

CANOPY HATCH INTERNAL RELEASE HANDLE: LOCK LEVER FOULED BY HEAD GUARD.

Vampire marks 11 55 and 55A (with modification Vampire 3151, but without Mod. 3448).
Sea Vampire mark 22 (with modification Sea Vampire 3151, but withou Mod. 3448).

Cases have been reported whereby forward movement of the head which is situated on the canopy hatch centre beam, has obstructed t lock lever, Pt. No. 15 FC 1879A, and thus prevented it reaching the "locked" position over the internal release handle, which is hidden from the pilot's view.

1. As soon as possible, but within twentyeight days of receipt of instruction the following procedure is recommended:-

Part "A" - Cast type hatch:

(a) Cut off approximately 4½ inches from the forward end of t metal head guard, and cut back the sorbo rubber strip to the same point. (This will be in line with the rear of the area cut away during the embodiment of Special Tec Instruction/Vampire/138A, now cancelled by this instructi

(b) Move the head guard fully aft and trim back the sorbo ru at the front end sufficiently to drill two 4BA clearance through the guard and lower flange of the hatch centre be 0 30 inch from the forward edge of the guard and 0 30 inc each edge of the centre beam

(c) With AS.1248/3B (4 BA mushroom headed) Bolts, S.P.13B pl washers, and A.27/BP Plain nuts, secure the guard to the centre beam Crop and peen the bolts.

(Continued)

Part "B" - Fabricated type hatch:

(a) Cut off approximately 4½ inches from the forward end of the metal head guard, and cut back the sorbo rubber strip to the same point. (This will be in line with the rear edge of the area cut away during the embodiment of Special Technical Instruction/Vampire/138A, now cancelled by this instruction).

(b) Move the head guard fully aft and locate two convenient rivets in the hatch centre beam lower flange, approximately 1 inch aft from the front end of the guard.

(c) Drill out the two located rivets and open up to 2 BA clearance through the beam and head guard

(d) Trim away the sorbo rubber to accommodate the 2 BA bolt heads

(e) With AS.1248/1C 2 BA mushroom headed Bolts, S.P.13C plain washers and A.27/CP. plain nuts secure the guard to the centre beam. Crop and peen the bolts.

With the lock lever in the fully locked position, the inboard ..on of the lever which shows below the centre beam must be painted Also paint a RED band, the width of and corresponding to the ', across the bottom and edges of the centre beam.

ıated man hours - 1

'd on the appropriate form.

liment of Modification Vampire 3448 (B/2) will render compliance this Instruction unnecessary.

information has been issued by the Ministry of Supply as Special ıical Instruction/Vampire/163, superseding and cancelling Special ıical Instruction/Vampire/138 and 138A (published on previous issues ıis news sheet).

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Hatfield, Hertfordshire England.

TECHNICAL NEWS SHEET.

Series ....V..... No..551.... Date..14.4.55...

Vampire Airframe, General Circulation
Sub Heading 1 Armament.

INCORRECT MACHINING OF TIE BARS FITTED TO ALL OUTBOARD HISPANO 20 M.M. GUNS.

A case has occurred of a gun firing a round accidentally d the removal of the gun bay doors for servicing the guns. The is attributed to an empty cartridge jamming between the breech of the gun and the empty cartridge chute in the gun bay door.

The cause of this stoppage is attributed to the tie bar, pa S.98213 not having been correctly machined. This had been fi its raw forged state, thereby causing the rack operating lever the tie bar and restrict the movement of the gun.

Before the guns are next fired and not later than the next p servicing proceed as follows:-

1. In the case of loaded guns carry out appropriate safety precautions.
2. Remove the gun bay doors.
3. Remove the belt feed mechanism.
4. Disconnect the magazine tie bar from the magazine carri removing its attachment screw. Also remove the tie bar from its extension tube by means of the attachment bolt

Examine the tie bar extension for machining. If un-machined with machined tie bar.

NOTE: Un-machined items will be in the new forged condition, machined items will have clear cut ribs and edges.

Continued...

(Cont) Sheet 2.

In cases where an un-machined tie bar is found, further examination o be made on the rack operating lever and roller for signs of ing and damage. Defective rack operating levers are to be ged.

After inspection re-assemble tie bars and replace belt feed anism.

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TECHNICAL NEWS SHEET

SERIES V NO 551 DH AIRCRAFT DATE 14.4.55.

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

See 1880

VAMPIRE AIRFRAME. GENERAL CIRCULATION.
SUB HEADING. 1. ARMAMENT.

INCORRECT MACHINING OF TIE BARS FITTED TO ALL OUTBOARD HISPANO 20 M.M. GUNS.

A case has occurred of a gun firing a round accidentally during th moval of the gun bay doors for servicing the guns. The accident is attri to an empty cartridge jamming between the breech block of the gun and th empty cartridge chute in the gun bay door.

The cause of this stoppage is attributed to the tie bar, part numb S.98213, not having been correctly machined. This had been fitted in its forged state, thereby causing the rack operating lever to score the tie and restrict the movement of the gun.

Before the guns are next fired and not later than the next primary servicing, proceed as follows:-

1. In the case of loaded guns carry out appropriate safety precau
2. Remove the gun bay doors.
3. Remove the belt feed mechanism.
4. Disconnect the magazine tie bar from the magazine carrier by r moving its attachment screw. Also remove the tie bar extension its extension tube by means of the attachment bolt.

Examine the tie bar extension for machining. If un-machined, repla with machined tie bar.

NOTE: Un-machined items will be in the new forged condition, whereas mac items will have clear cut ribs and edges.

Continu

In cases where an un-machined tie bar is found, further examination be made on the rack operating lever and roller for signs of scoring and . Defective rack operating levers are to be changed.

After inspection re-assemble tie bars and replace belt feed mechanism.

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Check with St Anf O. File.

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TECHNICAL NEWS SHEET

SERIES V NO 551 Issue 2 DH AIRCRAFT DATE 9.6.55.

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

Vol 5 Sect 3 No 11.

VAMPIRE AIRFRAME. GENERAL CIRCULATION.
SUB HEADING 1. ARMAMENT.

The following Special Technical Instruction supesedes the infor published on Issue 1 of this News Sheet dated 14th April 1955, which s now be destroyed.

(A) Special Technical Instruction/Vampire/140.
Tie Bars, Hispano 20 m/m, Guns: Incorrect Manufacture.

(B) Vampire Mk.3, 5, 9, 10 and 11 and Sea Vampire 20, 21 and 22 air

(C) A case has occurred of a gun firing a round accidentally during removal of the gun bay doors for servicing the guns. The accide attributed to an empty cartridge jamming between the breech blo gun and the empty cartridge chute in the gun bay door.

(D) Before the guns are next fired and not later than ~~the next Prim Servicing~~ 7 days after receipt of this T.O., proceed as follows:-

1. Ensure that the guns are unloaded.
2. Remove the gun bay doors.
3. Remove the bolt feed mechanism.
4. Disconnect the magazine tie bar from the magazine carrier l removing its attachment screw. Also remove the tie bar ex from its extension tube by means of the attachment bolt.
5. Examine the tie bar extension for maching. If unmachined, with machined tie bar.

NOTE: Unmachined items will be in the raw forged condition, whe machined items will have clear cut ribs and edges.

6. In cases where an unmachined tie bar is found, further exam is to be made on the rack operating lever and roller for si scoring and damage. Defective rack operating levers are to changed.

Conti

Contd) Sheet 2.

7. After inspection, re-assemble tie bars and replace belt feed mechanism.

Record on the appropriate forms as STD/VAMP/140 satisfied

R.D.A. (Defects) must be informed By Signal of any defective tie bar extensions, to enable the faulty items to be returned to the Manufacturers for correct machining.

Tech Stats (Air HQ) must be informed by signal of any defective Nil. tie-bar Extensions.

HJP PL

STSO

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TECHNICAL NEWS SHEET

SERIES V No 552 AIRCRAFT DATE 14. 4. 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.

A. SPECIAL TECHNICAL INSTRUCTION/VAMPIRE/136.
FOULING OF THE FLAP JACKS.

B. Vampires Marks 1, 3, 5, 9, 10, 11. Sea Vampires 20, 21 and T.22.

C. Fouling may occur between Flap Jack Part No. AIR.40008 and Flap Shroud Stiffeners Part No. D001845 (Port) and D001846 (Starboard) resulting in chafing of the Flap Jack body.

D. At next Primary Servicing examine Flap Jack Body for signs of chafing. Where chafing has occurred proceed as follows:-

(1) File Stiffener to obtain clearance, ensuring that a minimum flange height of one eighth inch is retained. Measurement is to be taken on outside of stiffener: also,

(2) Examine for signs of wear of Linatex sealing strip on trailing edge of flap shrouds and replace as necessary.

(3) Where chafing has scored Jack body to a depth greater than 0.020 (twenty-thousands) inch, replacement Jack is to be fitted and damaged Jack returned to Store Depot.

(4) Where chafing has scored Jack Body to a depth of 0.020 inch or less, Jack may be considered serviceable provided scoring is faired out, using smooth file and taking care not to reduce wall thickness of Jack Body any further.

E. Record on appropriate Form.

F. Report by signal to RDA/Defects all cases found under para. D.3 above.

G. Investigation being continued.

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M.J.H.

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TECHNICAL NEWS SHEET

SERIES V No 552 Issue 2. DATE 15.9.55.

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

This News Sheet supersedes and cancels Issue 1 dated 14.4.55.

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

A. SPECIAL TECHNICAL INSTRUCTION/VAMPIRE/136, (as amended by 136A.)
FOULING OF THE FLAP JACKS.

B. Vampires Marks 1, 3, 5, 9, 10, 11. Sea Vampires 20, 21 and T.22.

C. Fouling may occur between Flap Jack Part No. AIR.40008 and Flap Shroud Stiffeners Part No. D001845 (Port) and D001846 (Starboard) resulting in chafing of the Flap Jack body.

D. At next Primary Servicing examine Flap Jack Body for signs of chafing. Where chafing has occurred proceed as follows:-

1. File Stiffener to obtain clearance, ensuring that a minimum flange height of one eighth inch is retained. Measurement is to be taken on outside of stiffener: also,

2. Examine for signs of wear of Linatex sealing strip on trailing edge of flap shrouds and replace as necessary using Bostik 1261.

3. Where chafing has scored Jack body to a depth greater than 0.020 (twenty-thousandths) inch, replacement Jack is to be fitted and damaged. Jack returned to Store Depot.

4. Where chafing has scored Jack Body to a depth of 0.020 inch or less, Jack may be considered serviceable provided scoring is faired out, using smooth file and taking care not to reduce wall thickness of Jack Body any further.

5. Paint "KEEP OFF" in 3 inch red lettering on the upper surface of the Flap Shroud.

E. Record on appropriate form.

F. Report by signal to RDA/Defects all cases found under para. D. 3 above.

G. Investigation being continued.

DMR.

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Further to STI/Vamp/136A
V3-2-D32

CT Woollay

Amend Vol 3:2:D32

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TECHNICAL NEWS SHEET

SERIES V   No 552 Issue 3   DH AIRCRAFT   DATE 17.1.1957

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OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

This Technical News Sheet cancels and supersedes Issue 2 dated 15.9.1955.

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

WING SHROUD STIFFENERS FOULED BY FLAP JACKS.

All Vampire Marks.

Fouling may occur between the flap jack, Part No. AIR.40008 and the flap shroud stiffeners, Part No. D001845 (Port) and D001846 (Starboard), resulting in chafing of the flap jack body.

At the next daily servicing examine the flap jack body for signs of chafing. Where chafing has occurred proceed as follows:-

1. File the stiffener to obtain clearance, ensuring that a minimum flange height of one eighth inch is retained. The measurement is to be taken on the outside of the stiffener.

2. Examine the Linatex sealing strip on the trailing edge of the flap shrouds for signs of wear and replace as necessary, using Bostik 1261. Where complete renewal of the strip is necessary it is recommended that the latest process should be adopted using Neoprene sealing strip (Shore Hardness 40-50) in place of Linatex, as this has been found to be more resistant to attack by fuel. The surface of the Neoprene strip should be cleaned and roughened slightly. The metal contact surfaces should then be degreased, roughened slightly and covered with Boscolite Primer 9247, the parts being stuck together finally with Boscoprene Cement 2413 parts A and B.

(Margin annotations: 33/1149, 32C/645, 33C/)

3. Where chafing has scored the jack body to a depth greater than 0.020 (twenty-thousands) inch, a replacement jack should be fitted.

4. Where chafing has scored the jack body to a depth of 0.020 inch or

Cont.......

less, the jack may be considered serviceable provided the scoring is faired out, using a smooth file and taking care not to reduce the wall thickness of the jack body any further.

5. Paint "KEEP OFF" in three inch red lettering on the upper surface of the flap shroud.

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This News Sheet includes information based on more recent experience of securing the trailing edge strips than that quoted in Special Technical Instruction/Vampire/136A.

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TECHNICAL NEWS SHEET

SERIES V No 553 DATE 20. 4. 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 7, FUSELAGE ASSEMBLY.

SPECIAL TECHNICAL NOTICE/VAMPIRE/37.
CANOPY JETTISON MECHANISM: FREEDOM OF OPERATION.

Vampire NF.10 with Modification 3150 embodied (Pre-modifications 3049 and 3417).

Cases have occurred where the Canopy Jettison Selector has been difficult to operate. Modification action has been taken as enumerated above, but whenever difficulty is experienced on existing installations the following remedial action should be taken, until such time as the modifications are embodied.

NOTE: THE CARTRIDGE MUST BE REMOVED FROM THE CANOPY JETTISON GUN BEFORE PROCEEDING WITH THE FOLLOWING INSTRUCTION.

2. Inspect the Bowden Cable run from the Jettison Selector Handle to the gun firing mechanism. The cable should be free of kinks and sharp bends, and, if necessary, the cable securing clips should be released and re-positioned to suit the natural run of the cable. Note also that the securing clips do not 'pinch' the Cable conduit.

3. On the fuselage at the top of Bulkhead 2 and 8" (approx.) aft on the manual jettison ring handle, locate the 2 B.A. nut which secures the fork-end fitting to the hatch beam claw actuating lever. Make sure that the located nut is not over-tightened.

4. Using the approved lubricant (as detailed in Vol.1, Sect.2, of the appropriate A.P.) lubricate all moving parts of the jettison mechanism. To lubricate the Bowden Cable it is recommended that Colloidal Graphite be added to Anti-freeze Oil (Stores Ref. 34B/43) and the mixture be applied to the cable at the jettison pull off selector handle, and also at the point where the cable emerges at the top of the fuselage Bulkhead 2. If the cable is disconnected from the gun cock and is operated at the same time as apply-ing the lubricant, it will help the oil to penetrate.

Continued....

5. Carry out a test operation of the canopy jettison system. If difficulty is still experienced, it is advisable to carry out an independent check on the following:-

(a) The gun cock mechanism.

(b) The manual jettison ring handle and its guide tube for distortion.

(c) The cable pulleys on the fuselage top for freedom of rotation.

(d) Check the gun cock safety lock for fouling when in the unlocked position.

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M.J.H.

TO Vol 3 Sect 2 Sect 2 issued 69

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TECHNICAL NEWS SHEET

SERIES V No 556 DATE 2.5.55.

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OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

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

TAIL PLANE, REAR BULLET AND ACORN FAIRINGS.

DESCRIPTION OF DAMAGE.

Redundant attachment holes in fairings on fitment of some new tail-plane extensions.

CAUSE OF DAMAGE.

Tail-plane extensions being found non-interchangeable.

METHOD OF REPAIR AND MATERIAL REQUIRED.

Flanges with redundant holes are to be reinforced by patching as shown in R.12.T.105; the drilling for the screws should then be carried out to suit the anchor nut positions in the new tail-plane extension.

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D.M.R.

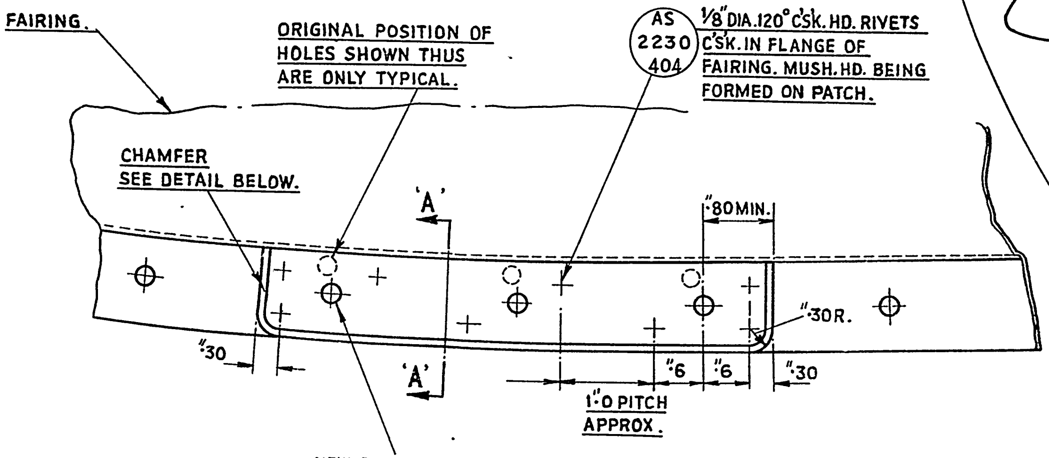
ANY ERRORS ON DRAWING MUST BE REPORTED TO THE DRAWING OFFICE

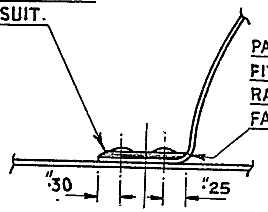
A.D.

NOTES

THE SCHEME SHOWN BELOW CAN BE APPLIED TO A FLANGE WITH ANY NUMBER OF REDUNDANT HOLES.

THE DIMPLES OF HOLES FOUND REDUNDANT SHOULD BE FLATTENED.





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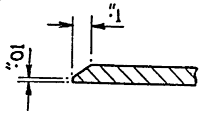
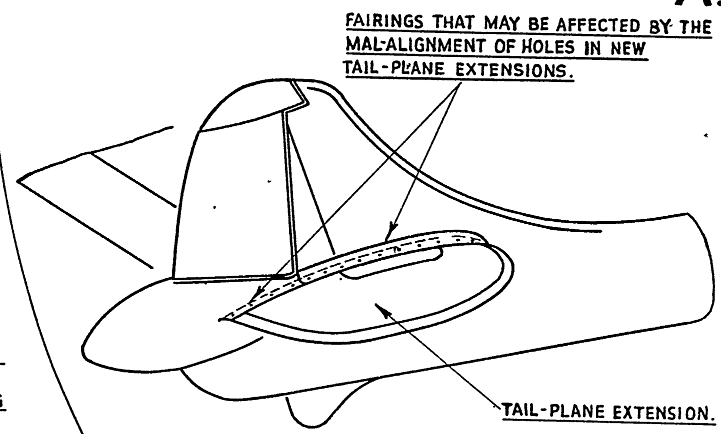


DETAIL OF CHAMFER.



TYPICAL VIEW OF TAIL-PLANE EXTENSION. (SEA VENOM MK.20 DRAWN.)

T.N.S. Nº VE.327.
T.N.S. Nº V. 556.

ISSUED IN CONJUNCTION WITH R.I.S.120.

ASSEMBLY Nº	SCHEDULE Nº	Nº OFF

THE DE HAVILLAND AIRCRAFT Cº LTD HATFIELD, HERTS.

ISSUE Nº	1
MOD. Nº	VEN 539 VAM 735 34-24
ALTERATION EMBODIED	NEW DRG.
CHECKED	
DATE OF MOD	
Stress Approval	

FINISH	MATERIAL	SPEC.	DESCRIPTION	PART Nº
AS FOR FAIRINGS	SEE AB		REPAIR TO REDUNDANT HOLES IN TAIL-PLANE. & BOOM FAIRINGS.	R.12T.105.

DRAWN CLIFTON. APPROVED DATE 8-3-55 TRACED D.P.

WHEN MODIFYING N.D. PARTS REFER TO ..., AS THE PARTS MAY BE USED ON OTHER ASSEMBLIES

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TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 558 DATE 6. 5. 55.

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

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

FITMENT OF REPLACEMENT CANOPY HATCH.

Type of Aircraft	Component	Component Drg. I
Vampire Mk. 10. Post Mod. 3150.	Canopy Hatch	Part No. 12-2-F(
" " " " " "	" "	" " 12-2-F(
		(Split

The fitting of a canopy hatch should be carried out in the manner detailed below. Reference should also be made to Volume 1 of the releva Air Publication for pictorial assistance and phraseology.

1. Ensure that the cartridge is removed from the hatch jettison gun.

2. Remove the two eccentric locating pins which are situated at the re the hatch, and remove the existing shims fitted under the hatch hir eyebolts.

3. Attach the hatch to the canopy hinges by holding both hinge rockers with the canopy contour and pushing the hook arm up and rearwards, order to lock the hatch hinges. Now connect up the hatch beam clav mechanism and lock in position by means of the push rod.

4. Determine how much of the rear masking strip on the hatch requires ming in order to give an unobstructed movement of the hatch up to t position where it is approximately at right angles to the canopy. trimming should allow a final gap of .050" between the hatch and th canopy in the closed position.

5. In order to fit the hatch down level and symmetrical about the cent line of the aircraft, it may be necessary to shim with brass lamina shim the hatch hinge bolts to a maximum of .050" shim, under one or both hinge bolts. If the hatch does not line up symmetrically abou centre line of the aircraft after shimming, change the hatch hinge over and re-shim. This is likely to make a small difference due to

Continue

riation of manufacturing tolerances allowed on the hinge bolts.

ntinue filing round the hatch masking strip evenly on both sides from ie rear to the front, until the hatch seats squarely on the canopy. ie maximum gap permissible between the hatch masking strip and the nopy is .2" over the whole hatch periphery, although it is desirable) keep this dimension to a minimum of .050".

) ensure a good fit it may be necessary, apart from filing the masking rip on the forward edge of the hatch, for the hatch casting to be filed ick a maximum .050", in order to prevent the hatch casting fouling the ont windscreen bedding strip in the nearly closed position.

iere are two types of bedding strips used on Venom Mk.20 canopys; one s of 'U' Section and the other is of 'V' Section. In cases where the /' Section is encountered it may be necessary to file the leading edge f the two front hatch rubbing pads, in order to obviate the pads foul- ig this bedding strip in the nearly closed position.

ently close the hatch from inside the cockpit, noting any high spots on ie hatch masking and file where necessary. Also, at the same time, ake sure that the two front and centre rubbing pads, which are part of ne hatch casting, do not foul the rubbing pads which are fitted to the ide of the canopy rail. If a foul does exist which causes the hatch to e thrown off centre, remove the brass laminated shim from under the anopy rail pads and re-shim, to give a clearance between the hatch ubbing pads and canopy rail pads of .002" max. in the hatch closed ondition.

o check that the hatch locks correctly, close the hatch and lock by eans of the internal handle. This should only require a gentle load eing exerted on the handle over its full range of travel, from the nlocked to the fully locked position, and no high spots should be ncountered over its full range. It may, however, be found necessary to him the front latch pads to a maximum of .062" with .003" laminated rass shim, spec. Attwell LB.2, in order to overcome a friction load on he handle, or to ensure that there is no clearance between the canopy atch pads and the latches in the locked down position. With the hatch losed and the latch pads correctly shimmed, it should be just possible o rotate the latch lock rollers.

o check that the front hatch casting is seating squarely on the sill of he front windscreen casting, place a piece of paper in the area of each atch pad then close the hatch and check that the hatch firmly grips both ieces of paper.

f only one piece of paper is gripped, the latch pad on the side which loes not grip the paper should have shims added to satisfy this case.

Continued.....

If on completion of this 'paper' check shimming has been carried c re-check the following:-

(1) Correct adjustment of latches,

(2) Correct adjustment of hatch to canopy with pieces of paper a previously described.

11. Now close the hatch externally by means of the external handle, e that the internal handle is in the fully locked position.

NOTE: This does not include the positive engagement of the inter handle lock lever catch, which always requires engaging ma to ensure the complete hatch locking operation. If the e handle does not fully lock the hatch down, the connecting 'B' fig.6, can be lengthened to ensure the correct locking hatch.

12. With the hatch in the locked position, check externally with a se feeler gauges that there is an all round clearance of .010" to .0 between the hatch pressure seal and the canopy rail bedding strip Should the gap exceed .090" hard rubber packing is to be inserted the rubber pressure seal, to reduce the gap to the required clear and the pressure seal and hard rubber packing are to be secured i position with Bostic 'C' adhesive.

Check the hatch contours in relation to the canopy contours to se they conform to the following limits:-

The front end of the hatch must not stand proud into the slipstre more than + .030" and the rear canopy arch must not stand proud i slipstream more than $^{+\ .060"}_{-\ .060"}$.

13. Replace and adjust the hatch eccentric locating pins and burr ove threads to lock.

14. Connect up the flexible tube to the union on the air valve.

15. Check that the hatch demisting pipes line up with the fixed canop demisting pipes.

16. Carry out pressure test as detailed in A.P.4360A, Vol.1, Sect.3, Para.8, and re-check canopy contour limits to Para.12 when the cc is pressurised

Continued

Clean out cockpit and remove protective rubber treatment from the hatch perspex panels.

Finally, where the magnesium hatch casting has been filed this must be given a protective treatment of Selenious Acid as follows:-.

All surfaces to be treated must be free from grease, dirt and corrosion deposit.

Application of Selenious Acid:

Selenious Acid Soultion must be handled with great care to ensure that it does not come into contact with the skin or clothing, and when using it rubber gloves should be worn. (Selenious Acid is a poisonous and corrosive liquid. Stock and working solutions must be properly kept in ground glass stoppered bottles, and its use restricted to designated operators).

The solution (10.0% Selenious Acid by weight dissolved in distilled water) is applied vigorously by means of soft rag or cotton wool. The treatment is complete when the metal surface has a dark brown to black film.

A light brown or red film is unsatisfactory as it indicates the need for further treatment.

The treated surface is then washed in water or wiped with a rag soaked in clean water to remove excess solution, and then dried with a clean dry cloth.

Areas on which no deposit (brown colouring) is visible show that the component has not been efficiently degreased; the surface then requires to be dried, re-degreased and the treatment repeated.

On no account should the Selenious Acid solution be allowed to come into contact with any material other than magnesium base alloy.

Painting:

All magnesium base alloy surfaces must be painted as the chromate or selenious acid treatment is not adequately corrosion resistant without such a finish. The paint scheme adopted will vary but in general will be:-

Continued....

(a) 1 coat U.P.4. (yellow green primer containing zinc chromate) - or approved substitute.

(b) 1 coat finishing material (e.g. DTD.314, DTD.63A or DTD.755; and in Production DTD.235).

19. Refit canopy hatch jettison gun cartridge.

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M.J.H.

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TECHNICAL NEWS SHEET

SERIES V. No 559 DH AIRCRAFT DATE 13.5.55

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

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

TO already issued after

ENGINE STARTING EQUIPMENT.

Attention is drawn to De Havilland Engine Service Technical News Sheet JGN No. 74.

Where motor generator sets fitted with a manual voltage control are used for starting Goblin engines in Vampire aircraft, it is recommended that the voltage control be locked and sealed to give not more than 24 volts at 1000 amps.

This does not cancel or supersede the above Engine Company's instruction.

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CS/

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TECHNICAL NEWS SHEET

SERIES V. No 560 DH AIRCRAFT DATE 16.5.55.

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

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

(A) Special Technical Instruction/Vampire/139.
Oxygen Supply Pipe between Regulators: Chafing.

(B) Vampire T.11 aircraft pre-modification 3167 and Sea Vampire T.22 aircraft.

(C) Chafing has been reported of the oxygen supply pipe, between the first and second pilots oxygen regulators, against the edge of the cut away in Panel, false floor, centre, R.H. (Ref. 27FC/6117, Part No.15F/703A).

Chafed pipe is located on the starboard side of the cockpit and cleated with the pipe to the second pilot's economiser. See AP.4099J, Vol.1, Sec. 3, Chap. 10, Fig. 2.

(D) Before next Flight check for similar defect. Renew pipes as required and ensure that clearance exists between the pipe and the cut-away, if necessary bending the subject pipe by hand pressure on accessible portion of pipe.

(E) Record on the appropriate Form.

(F) Report defects on Form 1022.

(G) Nil.

CS/.

T/S Barton - Draft letter 1580

File

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TECHNICAL NEWS SHEET

SERIES V. NO 561. DH AIRCRAFT DATE 24.5.55.

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

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

REPAIRS TO INNER AND OUTER FLAP SKINS.

Damage to the top and bottom skins of inner and outer flaps, particularly around the trailing edged, is likely to occur for various reasons.

A Repair Instruction Sheet has been prepared together with repair Drawing ROOD.422 which covers repairs for various types of damage and is applicable to flaps employing either spot-welds or rivets in the initial manufacture.

Copies of the drawing may be obtained on application to Service Department, De Havilland Aircraft Co Ltd., Hatfield, Herts.

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~~Ref: Letter RRAF/9016/13/ENG 5/8/55~~

Barton
8/8/55

In receipt - held by S/m Cuttley

Barton
8/8/55

CS/

File

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TECHNICAL NEWS SHEET

SERIES V No 562 DATE 9.6.55.

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

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

Special Technical Notice/Vampire/38.
Instructions on Fitment of a Replacement Canopy Hatch: R.I.S.114.

Vampire Mk.10 aircraft. (Post Mod.3150).

Information has been received from the R.T.O. at Messrs. de Havilland, Christchurch that Repair Instruction Sheet No. 114, gives detailed instructions on the fitment of a replacement canopy hatch to the aircraft listed.

2. Pending the embodiment of these instructions into the appropriate Repair Manual, all concerned are notified of the existence of this R.I.S. copies of which can be obtained on demand.

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DMR

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TECHNICAL NEWS SHEET

SERIES V NO 563 DATE 17. 6. 55.

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

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

REVISED METHOD OF DISTRIBUTION OF MODIFICATION LEAFLETS.

The purpose of this News Sheet is to advise recipients that the method of distribution of Modification Leaflets will henceforth be effected in a similar manner to Technical Publications. The attached issue sheet which is self-explanatory, indicates the new method.

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M.J.H.

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TECHNICAL NEWS SHEET

SERIES V No 563 Issue 2 DATE 20.3.56.

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 17.6.55.

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

N.Tech 8

REVISION AND DISTRIBUTION OF MODIFICATION LEAFLETS.

In the past it has been the practice of the De Havilland Aircraft Co: to issue British Air Ministry Draft Technical Modification Leaflets to our customers. As most Customers have marks of aircraft derived from but not necessarily identical to, the British Air Ministry equivalent, it is realised that the leaflets issued were not completely satisfactory. Therefore, it has been decided, in future, where applicable, to cease distribution of the British Air Ministry Draft Technical Leaflets and to issue, in lieu, modification leaflets applicable to the marks operated by the customer.

Customers operating British Air Ministry marks of aircraft will continue to receive leaflets applicable to those marks.

It is not practicable or necessary to apply this system, in retrospect, to all the British Air Ministry Leaflets previously issued, as in numerous cases the modifications will be embodied during production. However, for any Operator ordering modification sets for retrospective embodiment, the Company will produce a modification leaflet applicable to the Operator's particular mark of aircraft. In addition, complete, individual lists of modifications applicable to the marks of aircraft will shortly be distributed to all customers.

The leaflets will be distributed with a Contents and Receipt card, as is now the procedure with all other literature.

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TECHNICAL NEWS SHEET

SERIES V No 564 DH AIRCRAFT DATE 23. 6. 55.

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

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

PARKER KAYLON SCREWHEADS FRACTURING AND LOOSE AT FORWARD AND AFT CORNER BLOCKS ON THE CANOPY HATCH. (POST MOD. 3151).

Cases have occurred on Vampire Trainer canopies to Mod. 3151 Standard / NA RRAF where the Parker Kaylon Screws in the forward and aft corner blocks have fractured and fouled the chain of centre position of the throttle control.

Customers are advised to remove the present Parker Kaylon "Z" No. 4 x $\frac{1}{4}$" screws and using a No. 30 drill open out the existing holes in the canopy casting to the present depth.

Replace with Parker Kaylon "Z" No. 6 x $\frac{1}{4}$" screws and countersink the existing brackets to suit.

Care should be exercised to ensure that the screws are not over-tightened.

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TECHNICAL NEWS SHEET

SERIES V No 565 DH AIRCRAFT DATE 1. 7. 55.

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

Actioned on file 9026 Dawson 18/8.

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

SPECIAL TECHNICAL NOTICE/VAMPIRE/39.
MAIN WHEEL BRAKE DRUMS: IDENTIFICATION AND "LIFE".

Vampire Mk. 1, 3, 5, 9, 10 and 11 aircraft, Sea Vampire Mk. T.22, and Main Wheels AH.9139, Ref. No. 27A/2785.

A small number of Brake Drums Part No. AHO.25185 (Ref. 27A/2831) was repaired and stamped with the letter (R).

2. It was intended that the repaired drums should be renumbered AHO.35345, 27A/3687 and that they should be used with Brake Units AH.50329 Ref.27A/4105 only.

3. However, the re-numbering was not achieved in all cases and it is possible that the repaired brake drums whether re-numbered or not may have been used, as replacements, with Brake Units AH.9140 Ref. 27A/4067.

4. The pairing of Drums AHO.35345 (or AHO25185(R)) with Brake Units AH.9140 would result in a shortening of the expectation of brake "life" to three-quarters of the normal life. The loss of braking efficiency would be gradual at the later part of the shortened "life" and would be capable of detection in normal servicing.

5. The following action is proposed:-

(1) Maintenance Unit and Contractor's holdings of Brake Drums 27A/2831, Part No. AHO.25185(R) should be checked before use and re-numbered "A.H.O.35345, 27A/3687".

(2) All concerned should be informed that:-

(a) Brake units and brake drums should be paired as follows:-

Continued.....

UNIT		DRUM(S)
(i) AH.9140. 27A/4067	-	AHO.25185. 27A/2831 only.
(ii) AH.50329. 27A/4105	-	AHO.25185(R)
	-	AHO.35345. 27A/3687 (Mod. 2456 refers)
	-	AHO.25185. 27A/2831.

(b) Dunlop Mods. 2165 (Vampire) and 2316 (Sea Vampire) introduce a modified brake shoe assembly whereupon the brake unit is converted to AH.50329, 27A/4105 which can be used with the repaired brake drums.

(c) Repaired brake drums, in use, may be handled as follows:-

(i) Continue in service with an expectation of a shorter "life" when paired with brake unit AH.9140, 27A/4067 but with a normal life when paired with brake unit AH.50329, 27A/4105.

(ii) If paired with brake unit AH.9140, 27A/4067 the brake drum and brake unit may be removed pending embodiment of Dunlop Mod. 2165 or 2316 as applicable. (See para. 5 (2) (b) above).

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M.J.H.

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TECHNICAL NEWS SHEET

SERIES V. No 566 AIRCRAFT DATE 11.7.55.

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

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

MAIN FUEL TANK FILLER NECK DRAIN PIPE.

Reference is made to special Technical Notice/Vampire/9 issued on Technical News Sheet V.446.

One instance has been reported where the drain pipe has been severed from its attachment through the drill being taken too deep when operating up the hole to $\frac{3}{8}$". On subsequent filling of the tank the refuelling nozzle distorted the free end of the pipe causing it to foul the float valve.

The above instance is considered to be an isolated case, but should a similar difficulty be encountered it is recommended that the defective pipe should be cut off as near as possible to the first welded attachment.

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RAF letter 4/96785/S1/Air Eng 1B
22/10/53
Cancels STI/Vamp/
76a.

SQ 50

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Sea

TECHNICAL NEWS SHEET

SERIES V No 567 DATE 12. 7. 55.

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

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

A. SPECIAL TECHNICAL INSTRUCTION/VAMPIRE/141.
ELEVATOR MASS BALANCE WEIGHT ARM BOLTS FRACTURED.

B. Vampire Mk.3, 5, 9, 10, 11, 20, 21 and 22, aircraft.

C. Cases reported of stretching and fracturing of bolts securing mass balance weight arm to elevator.

D. Before next flight check security of bolts concerned and fit new high tensile bolts where necessary. Where bolts have been found loose or fractured check condition of internal threads in elevator before fitting new bolts. Demand new H.T.. bolts Part No. 12TE.785 from de Havillands, Christchurch, when required.

NOTE: Security of these bolts should be revealed under normal servicing inspection after this check.

E. Record on appropriate form.

F. Report Defects to RDA(Defects) by signal quoting serial numbers and location of aircraft.

G. Mod. Vampire 3472, when embodied will render compliance with this instruction unnecessary.

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M.J.H.

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TECHNICAL NEWS SHEET

SERIES V No 569 DATE 18.10.55.

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

VAMPIRE AIRFRAME GENERAL CIRCULATION.
SUB HEADING 4 CONTROLS FLYING

INTER-ACTION OF UNDERCARRIAGE AND DIVE BRAKE CONTROLS - VAMPIRE TRAINER AIRCRAFT PRE - MOD 3167.

An incident has been reported, where the dive brakes inadvertently extended when the undercarriage was retracted on take off. This is considered on isolated incident.

The inter-action of controls was traced to partial seizure of bell crank part number 15CE359A, on its pivot shaft on which are also pivotted the undercarriage and flap selector levers.

On Aircraft with Modification Vampire 3167 embodied the bell crank lever has been modified to include an oilite bush of larger diameter.

Operators are advised to check the bell crank part number 15CE359A for freedom of movement during normal servicing operations and lubricate as necessary.

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TECHNICAL NEWS SHEET

SERIES V No 570 DH AIRCRAFT DATE 15.7.55.

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

Actioned by VGC 3.2.03

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

FITMENT OF CANOPY REPLACEMENT PREFABRICATED AND CAST HATCH TO A VAMPIRE MK.T.11 AND T.22 AIRCRAFT (POST MOD. VAMPIRE 3151)

The following is the recommended procedure for fitting a replacement pre-fabricated Canopy Hatch, Part No.15-FC-1725A, or Cast Hatch, Part No. 15-FC-3007A. Reference should also be made to AP.4099J or AP.4269C, Vol.1, Sect.3, Chapter 1, for pictorial assistance and phraseology. (AP.4099J refers to Vampire Mk.T.11 and AP.4269C refers to Sea Vampire Mk.T.22.)

1. In cases where a Canopy Hatch has been jettisoned in flight, carefully examine the following rear canopy parts for signs of movement or distortion.

   (a) The rear arch including the female eccentric bushes.

   (b) The hinge attachment bolts for signs of looseness due to possible stretching.

   (c) The hatch stay tubes attachment pins and their respective attachments.

2. Remove the two locating rollers from the rear canopy arch.

3. Remove the two rear eccentric locating pins from the hatch.

4. Remove the quick release pip pin from the lower end of the adjustable jettison tie rod, which is situated immediately aft of the hydraulic jack.

5. Remove the two hinge jettison levers, Part No.15-FC-2181, from the replacement hatch.

6. Assemble each jettison hinge lever individually to the canopy to check that, with the lever engaged with the canopy hinge locking spindle the lever does not foul the canopy hinge centre attachment bolt, and so prevent the hinge lever from seating correctly. Where the lever does foul the centre bolt, file the lever to clear, and check that the lever depth is not less than 0.36 in. from the centre of the hole forming a blended radius of 0.40 in. The lever should now be checked to ensure that with one rubber seal fitted, Part No.15-FC-3369, (Introduced on Mod.3321 - The Lipped type Seal is now obsolete.) there is a minimum clearance of 0.020 in. between the lever and butt plate. The butt plate is situated immediately behind the canopy hinge. It may be found necessary, however, to fit two rubber seals in order to obtain the required clearance between the lever and butt plate. On completion of filing, the following treatment should be applied.

Continued.....

Etch Primer D.T.D.900/4125 followed by Hardener D.T.D.900/4126, and paint as background.

7. Attach the rubber seals to the hinge jettison lever with Bostik 'C' Adhesive. The contact faces of the canopy and seal must form a leak-proof joint but must not be stuck together. In the area where the seal contacts the rear canopy apply french chalk.

8. With the adjustable jettison tie rod moved up to the jettison position - to operate the hinge jettison lever cams - fit both hinge jettison levers. Pull the tie rod down, which will lock the jettison levers in position by the jettison cams engaging the lug of the hinge jettison levers simultaneously.

The following checks should now be carried out:-

(a) The lug of the hinge jettison lever must engage with the face of the jettison cam 0.25 in. minimum, 0.30 in. maximum. In order to obtain this dimension it may be necessary to shim the jettison shaft torque tube mountings to 0.06 in. nominal thickness. The shim to be used is Spec. Attwell L.A.3, o.003 in. laminations.

(b) On completion of the shimming, hold both hinge jettison levers hard down on to the canopy and so enable the jettison tie rod to be operated without the jettison hinge levers lifting off their seating. In this condition, check that the toe of neither jettison cam comes into contact with the arm of the hinge jettison lever. If this does occur, gently relieve to a maximum 0.030 in. the arm of the hinge jettison lever to clear the foul.

9. With the jettison hinge levers held in position and the hydraulic jack fully retracted, fit the quick release pip pin to the lower end of the adjustable tie rod.

10. Now adjust the tie rod until the hinge release lever presses hard against the hydraulic jettison jack roller, with the hinge jettison levers fully engaged by the jettison cams.

11. Re-check the jettison cam engagement in relation to the hinge jettison lever lug, and wire lock the jettison tie rod barrel eye and securely so that the barrel is prevented from turning either way.

12. Pull out the quick release pip pin from the tie rod and remove the two hinge jettison levers from the canopy. Assemble these two levers to the hatch and secure with a countersunk rivet, Part No.AS/2229/30, and lightly peen in position. Check the hinge levers for freedom of movement.

13. Attach the hatch jettison hinge levers to the canopy hinges, and with both jettison hinge levers pressed hard down on to the canopy fit the quick release pip pin to the jettison tie rod.

14. Connect up the hatch support strut.

Continued.....;

15. With the hatch in the open position, check for a clearance between t hatch hinge and the canopy hinge housing. It may be found necessary to ra by filing the hatch hinges in order to prevent a foul occurring. If this done, the radius formed should not be less than 0.46 in. from the centre the hatch hinge hole. (See General Note No.3 at end of Instructions for c treatment to Magnesium Alloy).

16. Determine how much of the rear masking strip on the hatch requires t in order to give an unobstructed movement of the hatch up to the position it is approximately at right angles to the canopy. Continue filing, where necessary, round the hatch masking strip evenly on both sides from the re the front, until the hatch seats squarely and symmetrically about the cen line of the aircraft. In order to achieve these conditions it may be nece to shim the canopy hinge housings with solid shim made from D.T.D.546 for ence, or D.T.D.610. A maximum of 0.032 in. thickness is permissable under hinge. Shims are to be properly bedded to the hinge housing assembly and Laminated material is not to be used. The maximum gap permissable between hatch masking strip and the canopy rail in the hatch closed position is 0. over the whole hatch periphery, although it is desirable to keep the dime to a maximum of 0.05 in.

17. Before it is possible to complete Para.16 it may be necessary to lig dress back the pressure seal capping strip over the whole hatch periphery. gap of 0.002 in. minimum is acceptable between the seal capping strip and canopy rail.

Note: Care must be taken not to damage the pressure seal by the lip of t capping strip during dressing.

18. Gently close the hatch from inside the cockpit, noting any high spots the pressure seal capping strips, dress where necessary. Also, at the same make sure that the two rear and front rubbing pads, which are part of the casting, do not foul the Redux ply shimmed pads which are fitted to the si the canopy rail. If a foul does exist which causes the hatch to be thrown centre, remove the ply shim and re-shim to a clearance between the hatch r pads and canopy rail pads. A final gap of 0.100 in. maximum is permissable the two front and rear rubbing pads in the hatch closed condition. (For the Hatch only, the front rubbing pads maximum clearance is 0.08 in., and the clearance for the rear rubbing pads is 0.03 in.)

19. With the hatch closed, check internally that the gap between the hatc casting, situated below the pressure seal, and the canopy rail is between and 0.40 in. over the full circumference of the hatch. An 0.05 in. increas gap dimension, i.e. 0.45 in., between the hatch and rear canopy arch is al all other tolerance dimensions must remain as stated. (For the Cast Hatch t dimensions are 0.30 in. to 0.45 in. with a permissable increase in apertur of + 0.05 in. all around the hatch profile.)

Continued.

check that the hatch locks correctly, close the hatch and lock by
f the internal handle. (Note: During all hatch latch adjustments check
external handle is in the closed position.) This should only require a
load being exerted on the handle from the unlocked position to within
mately 1.0 in. of the fully locked position. At this point it should
a little extra load to move the handle to the fully locked position.
ll also ensure that the latches bite on the latch pads after the latch
ve been correctly shimmed. In order to acquire the correct latch adjustment
be found necessary to shim the canopy latch pads with 0.003 in. laminated
him. It is permitted to fit 0.125 in. maximum shim under one or both
s.

nder no circumstances should external force be used when checking the
atch adjustment. There should be a minimum of 0.30 in. latch engagement
tion to the latch pad, with the hatch in the fully closed position.

check that the front hatch casting is seating squarely on the sill of
nt windscreen casting from inside the cockpit, place a piece of paper
mately 3.0 in. long on each end of the windscreen sill; close the hatch
ck that the hatch firmly grips both pieces of paper. The latch pads may
further shimming in order to satisfy this case. The latch pad attachment
sunk bolts can now be locked by centre popping the screw-driver slots.

w close the hatch externally by means of the external handle, ensuring
e internal handle is in the fully locked position.

his does not include the positive engagement of the internal handle lock
atch, which always requires engaging manually to ensure the complete
locking operation. If the external handle does not fully lock the hatch
the rear and possibly the forward connecting rod (Fig.6 in the AP.4099J
,1 in the AP.4269C refers) can be lengthened to ensure the correct lock-
the hatch.

heck the hatch contours in relation to the canopy contours to see that
onform to the following limits.

he front end of the hatch must not be more than $^{+0.05}_{-0.10}$ in. above or below
he front windscreen contour, and likewise the rear canopy arch must not
e more than ± 0.10 in. above or below the rear edge of the hatch.

hese dimensions must be checked in conjunction with the hatch rubbing
earances as quoted in Para.18. For example, if the front hatch pad clearance
080 in. maximum the external hatch contour must be - 0.030 in. in relation
canopy, as under pressurised conditions the hatch will swell out and
ore the 0.080 in. clearance between the rubbing pads will be reduced to
n., and the hatch contour will now be on its top limit of + 0.050 in.

Continued.....

24. With the hatch in the open position the crank arm (referred to eit Fig.6 of AP.4099J or Fig.1 of AP.4269C) is adjusted as follows:-

(a) Move the internal locking handle to the locked position and e that the air seal operating lever (Internal locking handle sa is correctly engaged.

(b) Operate the jettison operating lever and check visually the m free movement of the crank arm before the rear hatch connecti assembly starts to move rearwards.

(c) Now by means of the adjustable stop bolt, which is situated i the hatch centre beam, the crank arm can be adjusted to give a of 0.10 in. movement to the rear before operating the rear co rod assembly. On completion of the adjustment lock the adjust bolt.

25. Now from inside the cockpit close and lock the hatch and check that clearance between the jettison operating arm and the hydraulic jettison roller is 0.15 in. approximately. If this dimension is exceeded remove t roller spindle bolt, unscrew the fork roller assembly from the hydraulic and bush the assembly with an $\frac{1}{2}$ in. o.d. X 14 s.w.g. X $\frac{5}{8}$ in. long T.45 di tube under the jack roller, and cut the tube to suit in order to obtain in. approximate clearance in the hatch closed condition.

NOTE: Before removing the jack roller spindle bolt remove the quick rel from the adjustable jettison tie rod, to facilitate easier adjustment of jack roller.

Warning: If it is required to raise the hatch whilst the quick release is removed for various adjustments, care must be taken to hold the two j hinge levers down on to the canopy, otherwise, there is the possibility hatch may become disengaged at its hinge attachments.

26. With the hatch in the closed position, adjust the pneumatic pressur valve so that the tappet striker depresses the valve 0.10 in. approximat the fully locked position.

27. Connect up the flexible tube to the union on the air valve and chec operation of the pressure seal.

28. Replace the eccentric locating spigots and adjust in conjunction wi respective eccentric bushes. It is permissable to fit a maximum of 0.03 i laminated shim, Spec. Attwell L.A.3., below the rear canopy arch eccentri mounting brackets. The shim must be shaped to the base of the brackets. C prefabricated hatch only it is permissable to shim below the spigot brack Attwell L.A.3. laminated shim. A maximum of 0.05 in. thickness is permitt also has to be shaped to the bracket base. The gap between the spigot fac the bush face must not exceed 0.10 in. If the gap is greater than this di fit steel shims below the head of the spigot bolt.

Continued.

ch the hatch in the open position re-assemble the two locating rollers rear canopy arch. Now gently lower the hatch until contact is made be- ne roller and the hatch arms. It may be necessary to shim to a maximum n. under the roller seats with shim Spec. L.A.3. 0.003 in. lamination, 15-EC-2841, in order to obtain a tight fit with the hatch fully closed. hat it is possible to turn the roller by finger pressure in the hatch ocked condition.

v open the hatch and check that the hatch springs open approximately 3.0 its own accord. This will ensure that the hatch opens freely. this operation using the external handle.

eck that the hatch de-misting pipes line up with the fixed canopy de- pipes, and that the rubber seals are in position on the two hatch ing pipes.
here a prefabricated hatch has previously been fitted and a cast hatch is ted as a replacement, it will be seen that the hot air de-misting pipes ve to be altered - Vampire Mod.3167 refers.)

om internally with the hatch closed, check the correct adjustment of amper jettison mechanism as follows:-

) With the damper strut release mechanism in the locked position (As shown in Fig.6 AP.4099J or Fig.1 of AP.4269C - Lower left diagram) the jettison actuating lever must be adjusted to lightly contact the jettison trip stud in the hatch fully closed position.

) The jettison actuating lever is to engage with the jettison stud 0.15 in. from its outboard end.

) Check that the hatch jettison guard adjustments comply with S.T.I./Vampire/126 or Mod.3321, i.e. the inboard edge of the guard is to be 0.15 in. from the outboard edge of the jettison stud, with an 0.05 in. clearance between the guard and jettison stud.

rry out pressure test as detailed in either AP.4099J or AP.4269C, Vol.1, , Chapt. 8, Para. 7.

ara.7, Sub-Para7, reference 20 seconds leak rate. A concession is now in or repaired aircraft only to hold a laid down pressure for 12 seconds and).

ean out cockpit and remove protective rubber treatment from the hatch panels.

NOTES:

eck that the air seal operating lever slot (This lever also acts as a safety for the internal hatch handle) engages correctly with the spigot on the l hatch handle. The eccentric bolt head to which this lever is assembled checked for the correct tensioning of the spring. Tighten up on the bolt y nut and split pin if adjustment has been made. Check that the bolt y is secure on completion of spring tensioning operation.

Continued.....

2. With the rubber head guard mounted on the hatch centre beam pulled fully forward, ensure that there is a clearance of at least 0.50 in. between the air seal operating lever toe at its most critical position in relation to the head guard.
S.T.I./Vampire/138 refers.

3. Where the magnesium hatch casting has been filed this must be given a protective treatment of Selenious Acid as follows:-

All surfaces to be treated must be free from grease, dirt and corrosion deposit.

Application of Selenious Acid: Selenious Acid Solution must be handled with great care to ensure that it does not come into contact with the skin or clothing, and when using it rubber gloves should be worn. (Selenious Acid is a poisonous and corrosive liquid.)

Stock and working solutions must be properly kept in ground glass stoppered bottles, and its use restricted to designated operators.

The solution (10.0% Selenious Acid by weight dissolved in distilled water) is applied vigorously by means of soft rag or cotton wool. The treatment is complete when the metal surface has a dark brown to black film.

A light brown or red film is unsatisfactory as it indicates the need for further treatment.

The treated surface is then washed in water or wiped with a rag soaked in clean water to remove excess solution, and then dried with a clean dry cloth.

Areas on which no deposit (brown colouring) is visible show that the component has not been efficiently degreased; the surface then requires to be dried, re-degreased and the treatment repeated.

On no account should the Selenious Acid solution be allowed to come into contact with any material other than magnesium base alloy.

Painting: All magnesium base alloy surfaces must be painted as the chromate or selenious acid treatment is not adequately corrosion resistant without such a finish.
The paint scheme adopted will vary but in general will be:-

(a) 1 coat U.P.4. (yellow green primer containing zinc chromate) - or approved substitute.

(b) 1 coat finishing material (e.g. DTD.314, DTD.63A, or DTD.755: and in Production DTD.235.)

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DMR.

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TECHNICAL NEWS SHEET

SERIES V No 570 Issue 2. DATE 25.10.55.

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

THIS TECHNICAL NEWS SHEET CANCELS AND SUPERSEDES ISSUE 1 DATED 15.7.55.

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

FITMENT OF CANOPY REPLACEMENT PREFABRICATED AND CAST HATCH TO A VAMPIRE MK.T.11 AND T.22 AIRCRAFT (POST MOD. VAMPIRE 3151)

The following is the recommended procedure for fitting a replacement pre-fabricated Canopy Hatch, Part No.15-FC-1725A, or Cast Hatch, Part No. 15-FC-3007A. Reference should also be made to AP.4099J or AP.4269C, Vol.1, Sect.3, Chapter 1, for pictorial assistance and phraseology. (AP.4099J refers to Vampire Mk.T.11 and AP.4269C refers to Sea Vampire Mk.T.22.)

1. In cases where a Canopy Hatch has been jettisoned in flight, carefully examine the following rear canopy parts for signs of movement or distortion.

   (a) The rear arch including the female eccentric bushes.

   (b) The hinge attachment bolts for signs of looseness due to possible stretching.

   (c) The hatch stay tubes attachment pins and their respective attachments.

2. Remove the two locating rollers from the rear canopy arch.

3. Remove the two rear eccentric locating pins from the hatch.

4. Remove the quick release pip pin from the lower end of the adjustable jettison tie rod, which is situated immediately aft of the hydraulic jack.

5. Remove the two hinge jettison levers, Part No.15-FC-2181, from the replacement hatch.

6. Assemble each jettison hinge lever individually to the canopy to check that, with the lever engaged with the canopy hinge locking spindle the lever does not foul the canopy hinge centre attachment bolt, and so prevent the hinge lever from seating correctly. Where the lever does foul the centre bolt, file the lever to clear, and check that the lever depth is not less than 0.36 in. from the centre of the hole forming a blended radius of 0.40 in. The lever should now be checked to ensure that with one rubber seal fitted, Part No.15-FC-3369, (Introduced on Mod.3321 - The Lipped type Seal is now obsolete.) there is a minimum clearance of 0.020 in. between the lever and butt plate. The butt plate is situated immediately behind the canopy hinge. It may be found necessary, however, to fit two rubber seals in order to obtain the required clearance between the lever and butt plate. On completion of filing, the following treatment should be applied.

Continued.....

Etch Primer D.T.D.900/4125 followed by Hardener D.T.D.900/4126, and paint as background.

7. Attach the rubber seals to the hinge jettison lever with Bostik 'C' Adhesive. The contact faces of the canopy and seal must form a leak-proof joint but must not be stuck together. In the area where the seal contacts the rear canopy apply french chalk.

8. With the adjustable jettison tie rod moved up to the jettison position - to operate the hinge jettison lever cams - fit both hinge jettison levers. Pull the tie rod down, which will lock the jettison levers in position by the jettison cams engaging the lug of the hinge jettison levers simultaneously.

The following checks should now be carried out:-

(a) The lug of the hinge jettison lever must engage with the face of the jettison cam 0.25 in. minimum, 0.30 in. maximum. In order to obtain this dimension it may be necessary to shim the jettison shaft torque tube mountings to 0.06 in. nominal thickness. The shim to be used is Spec. Attwell L.A.3, 0.003 in. laminations.

(b) On completion of the shimming, hold both hinge jettison levers hard down on to the canopy and so enable the jettison tie rod to be operated without the jettison hinge levers lifting off their seating. In this condition, check that the toe of neither jettison cam comes into contact with the arm of the hinge jettison lever. If this does occur, gently relieve to a maximum 0.030 in. the arm of the hinge jettison lever to clear the foul.

9. With the jettison hinge levers held in position and the hydraulic jack fully retracted, fit the quick release pip pin to the lower end of the adjustable tie rod.

10. Now adjust the tie rod until the hinge release lever presses hard against the hydraulic jettison jack roller, with the hinge jettison levers fully engaged by the jettison cams.

11. Re-check the jettison cam engagement in relation to the hinge jettison lever lug, and wire lock the jettison tie rod barrel eye and securely so that the barrel is prevented from turning either way.

12. Pull out the quick release pip pin from the tie rod and remove the two hinge jettison levers from the canopy. Assemble these two levers to the hatch and secure with a countersunk rivet, Part No.AS/2229/30, and lightly peen in position. Check the hinge levers for freedom of movement.

13. Attach the hatch jettison hinge levers to the canopy hinges, and with both jettison hinge levers pressed hard down on to the canopy fit the quick release pip pin to the jettison tie rod.

14. Connect up the hatch support strut.

Continued.....;

15. With the hatch in the open position, check for a clearance between the hatch hinge and the canopy hinge housing. It may be found necessary to radius by filing the hatch hinges in order to prevent a foul occurring. If this is done, the radius formed should not be less than 0.46 in. from the centre of the hatch hinge hole. (See General Note No.3 at end of Instructions for correct treatment to Magnesium Alloy).

16. Determine how much of the rear masking strip on the hatch requires trimming, in order to give an unobstructed movement of the hatch up to the position where it is approximately at right angles to the canopy. Continue filing, where necessary, round the hatch masking strip evenly on both sides from the rear to the front, until the hatch seats squarely and symmetrically about the centre line of the aircraft. In order to achieve these conditions it may be necessary to shim the canopy hinge housings with solid shim made from D.T.D.546 for preference, or D.T.D.610. A maximum of 0.032 in. thickness is permissible under either hinge. Shims are to be properly bedded to the hinge housing assembly and arch. Laminated material is not to be used. The maximum gap permissible between the hatch masking strip and the canopy rail in the hatch closed position is 0.2 in. over the whole hatch periphery, although it is desirable to keep the dimension to a maximum of 0.05 in.

17. Before it is possible to complete Para.16 it may be necessary to lightly dress back the pressure seal capping strip over the whole hatch periphery. A gap of 0.002 in. minimum is acceptable between the seal capping strip and the canopy rail.

NOTE: Care must be taken not to damage the pressure seal by the lip of the capping strip during dressing.

18. Gently close the hatch from inside the cockpit, noting any high spots on the pressure seal capping strips, dress where necessary. Also, at the same time, make sure that the two rear and front rubbing pads, which are part of the hatch casting, do not foul the Redux ply shimmed pads which are fitted to the sides of the canopy rail. If a foul does exist which causes the hatch to be thrown off centre, remove the ply shim and re-shim to a clearance between the hatch rubbing pads and canopy rail pads. A final gap of 0.100 in. maximum is permissible for the two front and rear rubbing pads in the hatch closed condition. (For the Cast Hatch only, the front rubbing pads maximum clearance is 0.08 in., and the maximum clearance for the rear rubbing pads is 0.03 in.).

19. With the hatch closed, check internally that the gap between the hatch casting, situated below the pressure seal, and the canopy rail is between 0.30 in. and 0.40 in. over the full circumference of the hatch. An 0.05 in. increase on gap dimension, i.e. 0.45 in., between the hatch and rear canopy arch is allowed; all other tolerance dimensions must remain as stated. (For the Cast Hatch these dimensions are 0.30 in. to 0.45 in. with a permissible increase in aperture size of + 0.05 in. all around the hatch profile).

Continued.....

20. To check that the hatch locks correctly, close the hatch and lock by means of the internal handle. (Note: During all hatch latch adjustments check that the external handle is in the closed position.) This should only require a gentle load being exerted on the handle from the unlocked position to within approximately 1.0 in. of the fully locked position. At this point it should require a little extra load to move the handle to the fully locked position. This will also ensure that the latches bite on the latch pads after the latch pads have been correctly shimmed. In order to acquire the correct latch adjustment it may be found necessary to shim the canopy latch pads with 0.003 in. laminated brass shim. It is permitted to fit 0.125 in. maximum shim under one or both latches.

Note: Under no circumstances should external force be used when checking the hatch latch adjustment. There should be a minimum of 0.30 in. latch engagement in relation to the latch pad, with the hatch in the fully closed position.

21. To check that the front hatch casting is seating squarely on the sill of the front windscreen casting from inside the cockpit, place a piece of paper approximately 3.0 in. long on each end of the windscreen sill; close the hatch and check that the hatch firmly grips both pieces of paper. The latch pads may require further shimming in order to satisfy this case. The latch pad attachment countersunk bolts can now be locked by centre popping the screw-driver slots.

22. Now close the hatch externally by means of the external handle, ensuring that the internal handle is in the fully locked position.

NOTE: This does not include the positive engagement of the internal handle lock lever catch, which always requires engaging manually to ensure the complete hatch locking operation. If the external handle does not fully lock the hatch down, the rear and possibly the forward connecting rod (Fig.6 in the AP.4099J or Fig.1 in the AP.4269C refers) can be lengthened to ensure the correct locking of the hatch.

23. Check the hatch contours in relation to the canopy contours to see that they conform to the following limits.

The front end of the hatch must not be more than $^{+0.05}_{-0.10}$ in. above or below the front windscreen contour, and likewise the rear canopy arch must not be more than ± 0.10 in. above or below the rear edge of the hatch.

These dimensions must be checked in conjunction with the hatch rubbing pad clearances as quoted in Para.18. For example, if the front hatch pad clearance is 0.080 in. maximum the external hatch contour must be - 0.030 in. in relation to the canopy, as under pressurised conditions the hatch will swell out and therefore the 0.080 in. clearance between the rubbing pads will be reduced to 0.00 in., and the hatch contour will now be on its top limit of + 0.050 in.

Continued.....

24. With the hatch in the open position the crank arm (referred to either in Fig.6 of AP.4099J or Fig.1 of AP.4269C) is adjusted as follows:-

(a) Move the internal locking handle to the locked position and ensure that the air seal operating lever (Internal locking handle safety catch) is correctly engaged.

(b) Operate the jettison operating lever and check visually the maximum free movement of the crank arm before the rear hatch connecting rod assembly starts to move rearwards.

(c) Now by means of the adjustable stop bolt, which is situated inside the hatch centre beam, the crank arm can be adjusted to give a maximum of 0.10 in. movement to the rear before operating the rear connecting rod assembly. On completion of the adjustment lock the adjustable stop bolt.

25. Now from inside the cockpit close and lock the hatch and check that the clearance between the jettison operating arm and the hydraulic jettison jack roller is 0.15 in. approximately. If this dimension is exceeded remove the jack roller spindle bolt, unscrew the fork roller assembly from the hydraulic jack ram, and bush the assembly with an $\frac{1}{2}$ in. o.d. X 14 s.w.g. X $\frac{5}{8}$ in. long T.45 distance tube under the jack roller, and cut the tube to suit in order to obtain the 0.15 in. approximate clearance in the hatch closed condition.

NOTE: Before removing the jack roller spindle bolt remove the quick release pin from the adjustable jettison tie rod, to facilitate easier adjustment of the jack roller.

Warning: If it is required to raise the hatch whilst the quick release pip pin is removed for various adjustments, care must be taken to hold the two jettison hinge levers down on to the canopy, otherwise, there is the possibility that the hatch may become disengaged at its hinge attachments.

26. With the hatch in the closed position, adjust the pneumatic pressure seal valve so that the tappet striker depresses the valve 0.10 in. approximately in the fully locked position.

27. Connect up the flexible tube to the union on the air valve and check the operation of the pressure seal.

28. Replace the eccentric locating spigots and adjust in conjunction with their respective eccentric bushes. It is permissable to fit a maximum of 0.03 in. thick laminated shim, Spec. Attwell L.A.3., below the rear canopy arch eccentric bush mounting brackets. The shim must be shaped to the base of the brackets. On the prefabricated hatch only it is permissable to shim below the spigot bracket using Attwell L.A.3. laminated shim. A maximum of 0.05 in. thickness is permitted, which also has to be shaped to the bracket base. The gap between the spigot face and the bush face must not exceed 0.10 in. If the gap is greater than this dimension fit steel shims below the head of the spigot bolt.

Continued.....

29. With the hatch in the open position re-assemble the two locating rollers to the rear canopy arch. Now gently lower the hatch until contact is made between the roller and the hatch arms. It may be necessary to shim to a maximum of 0.1 in. under the roller seats with shim Spec. L.A.3., 0.003 in. lamination, Part No.15-FC-2841, in order to obtain a tight fit with the hatch fully closed. Check that it is possible to turn the roller by finger pressure in the hatch fully locked condition.

30. Now open the hatch and check that the hatch springs open approximately 3.0 in. of its own accord. This will ensure that the hatch opens freely. Repeat this operation using the external handle.

31. Check that the hatch de-misting pipes line up with the fixed canopy de-misting pipes, and that the rubber seals are in position on the two hatch connecting pipes.

(NOTE: Where a prefabricated hatch has previously been fitted and a cast hatch is now fitted as a replacement, it will be seen that the hot air de-misting pipes will have to be altered - Vampire Mod.3167 refers.)

32. From internally with the hatch closed, check the correct adjustment of hatch damper jettison mechanism as follows:-

(a) With the damper strut release mechanism in the locked position (As shown in Fig.6 AP.4099J or Fig.1 of AP.4269C - Lower left diagram) the jettison actuating lever must be adjusted to lightly contact the jettison trip stud in the hatch fully closed position.

(b) The jettison actuating lever is to engage with the jettison stud 0.15 in. from its outboard end.

(c) Check that the hatch jettison guard adjustments comply with S.T.I./Vampire/126 or Mod.3321, i.e. the inboard edge of the guard is to be 0.15 in. from the outboard edge of the jettison stud, with an 0.05 in. clearance between the guard and jettison stud.

33. Carry out pressure test as detailed in either AP.4099J or AP.4269C, Vol.1, Sect. 3, Chapt. 8, Para. 7.

NOTE: Para.7, Sub-Para7, reference 20 seconds leak rate. A concession is now in force for repaired aircraft only to hold a laid down pressure for 12 seconds and not 20.

34. Clean out cockpit and remove protective rubber treatment from the hatch perspex panels.

GENERAL NOTES:

1. Check that the air seal operating lever slot (This lever also acts as a safety catch for the internal hatch handle) engages correctly with the spigot on the internal hatch handle. The eccentric bolt head to which this lever is assembled must be checked for the correct tensioning of the spring. Tighten up on the bolt assembly nut and split pin if adjustment has been made. Check that the bolt assembly is secure on completion of spring tensioning operation.

Continued.....

2. With the rubber head guard mounted on the hatch centre beam pulled fully forward, ensure that there is a clearance of at least 0.50 in. between the air seal operating lever toe at its most critical position in relation to the head guard.
S.T.I./Vampire/138 refers.

3. Where the magnesium hatch casting has been filed this must be given a protective treatment of Selenious Acid as follows:-

All surfaces to be treated must be free from grease, dirt and corrosion deposit.

Application of Selenious Acid: Selenious Acid Solution must be handled with great care to ensure that it does not come into contact with the skin or clothing, and when using it rubber gloves should be worn. (Selenious Acid is a poisonous and corrosive liquid.)

Stock and working solutions must be properly kept in ground glass stoppered bottles, and its use restricted to designated operators.

The solution (10.0% Selenious Acid by weight dissolved in distilled water) is applied vigorously by means of soft rag or cotton wool. The treatment is complete when the metal surface has a dark brown to black film.

A light brown or red film is unsatisfactory as it indicates the need for further treatment.

The treated surface is then washed in water or wiped with a rag soaked in clean water to remove excess solution, and then dried with a clean dry cloth.

Areas on which no deposit (brown colouring) is visible show that the component has not been efficiently degreased; the surface then requires to be dried, re-degreased and the treatment repeated.

On no account should the Selenious Acid solution be allowed to come into contact with any material other than magnesium base alloy.

Painting: All magnesium base alloy surfaces must be painted as the chromate or selenious acid treatment is not adequately corrosion resistant without such a finish.
The paint scheme adopted will vary but in general will be:-

(a) 1 coat U.P.4. (yellow green primer containing zinc chromate) - or approved substitute.

(b) 1 coat finishing material (e.g. DTD.314, DTD.63A, or DTD.755: and in Production DTD.235.)

NOTE: This information is covered by Special Technical Notice/Vampire/45 issued by R.D.A.(Defects)., M.O.S., St. Giles Court, St. Giles High Street, london W.C.2, and Air Ministry postagram A.199466/54/Air. ENG.1(b) dated 30th August 1955.

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TECHNICAL NEWS SHEET

SERIES V. No 571 DATE 18.7.55.

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

Vol 17 Sect 1 No 5 19/8/55
AL No 107

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

CORRECT APPLICATION OF LIQUID JOINTING COMPOUND WHEN USED DURING THE FITMENT OF - FUEL SYSTEM COMPONENTS.

Cases have arisen where flakes of solidified liquid jointing compound have entered aircraft fuel systems, and have interfered with the correct functioning of certain valves.

The object of this News Sheet is to aquaint personnel with the correct method of applying liquid jointing compounds when used to make fuel tight joints.

Drawing R.12 Pt.136 attached shows typical examples of how excess solidified jointing can flake off into fuel tanks. Sketch No.3 of the drawing shows the correct application of the jointing compound to a typical surface.

Jointing of a thin consistancy should be used, preferably Hermatite No. 1326B (Alternative 1310/5069, Stores Ref. 33C/1326.)

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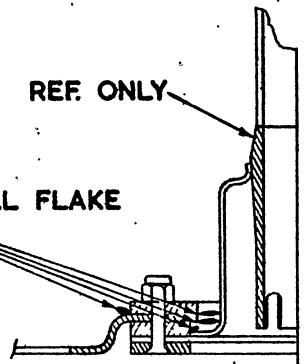
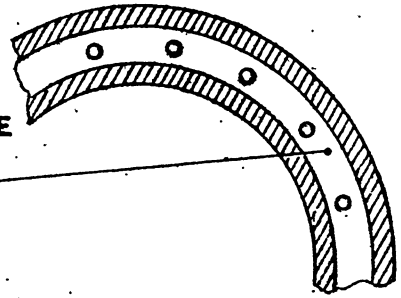
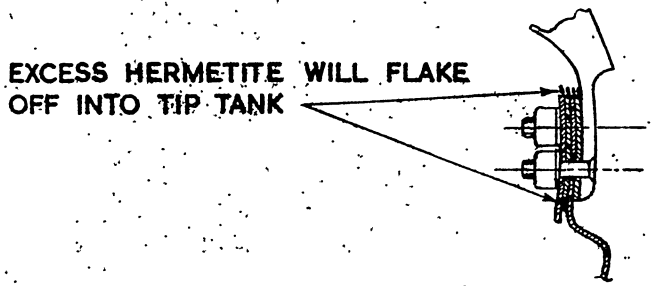


SKETCH No. 1 SHOWING EFFECT OF EXCESSIVE APPLICATION OF HERMETITE ON TYPICAL SECTION



SKETCH No. 3 SHOWING CORRECT APPLICATION OF HERMETITE TO A TYPICAL SURFACE

NOTE
WHERE HERMETITE IS REFERRED TO THE SAME PRECAUTIONS APPLY TO ANY OTHER TYPE OF LIQUID JOINTING COMPOUND.



SKETCH No. 2 SHOWING EFFECT OF EXCESSIVE APPLICATION OF HERMETITE ON TYPICAL SECTION

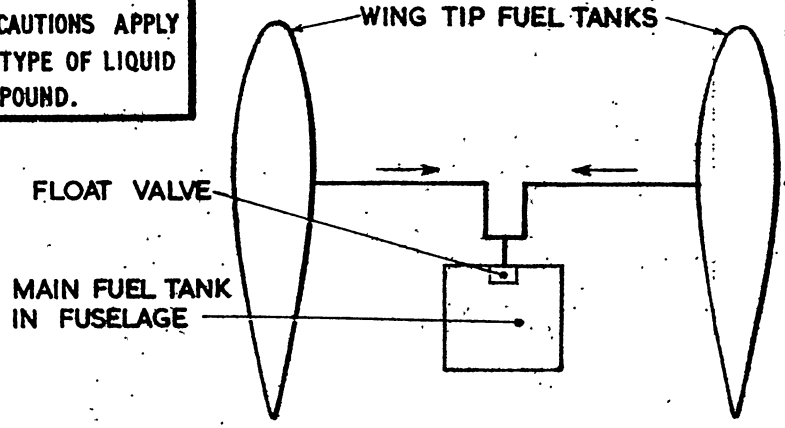


DIAGRAM SHOWING HOW FLAKES OF HERMETITE WHEN APPLIED EXCESSIVELY IN WING TIP TANKS AS SHOWN IN SKETCHES NOS. 1 & 2 MAY BE CARRIED IN FUEL SYSTEM TO OBSTRUCT FLOAT VALVE SITUATED IN MAIN TANK IN FUSELAGE.

TNS V571-VE 370

THE DE HAVILLAND AIRCRAFT CO., LTD., HATFIELD, HERTS.	VENOM & VAMP.	METHOD OF CORRECT APPLICATION OF HERMETITE WHERE USED ON FUEL SYSTEM COMPONENTS.	R.H.	22/6/55	R12 PT 136

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TECHNICAL NEWS SHEET

SERIES V. No 571 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 18.7.55. BUT DRAWING R.12.PT.136 IS TO BE RETAINED.

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

CORRECT APPLICATION OF LIQUID JOINTING COMPOUND WHEN USED DURING THE FITMENT OF - FUEL SYSTEM COMPONENTS.

Cases have arisen where flakes of solidified liquid jointing compound have entered aircraft fuel systems, and have interfered with the correct functioning of certain valves.

The object of this News Sheet is to aquaint personnel with the correct method of applying liquid jointing compounds when used to make fuel tight joints.

Drawing R.12 Pt.136 attached shows typical examples of how excess solidified jointing can flake off into fuel tanks. Sketch No.3 of the drawing shows the correct application of the jointing compound to a typical surface.

Jointing of a thin consistancy should be used, preferably Hermatite No. 1326B (Alternative 1310/5069, Stores Ref. 33C/1326.)

NOTE: This information is covered by Special Technical Notice/ Vampire/48 issued by R.D.A. (Defects). M.O.S. St.Giles Court, St.Giles High Street, London. W.C.2.

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TECHNICAL NEWS SHEET

SERIES V No 572 DH AIRCRAFT DATE 19.7.55.

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

VAMPIRE AIRFRAME GENERAL CIRCULATION.
SUB HEADING 7 FUSELAGE ASSEMBLY.

SPECIAL TECHNICAL INSTRUCTIONS/EJECTION SEAT/13
(SUPERSEDING AND CANCELLING S.I./EJECTION SEAT/3.).
BAROMETRIC TIME DELAY MECHANISM: FAILURE TO OPERATE.

(B) Martin Baker Ejection Seats, Mk.2 and 3 Series and Barometric time delay mechanism in use, held as spares or in Store.

(C) Failure has been reported of the barometric time delay mechanism to operate when the sear was withdrawn from the release plunger spindle. This would render the seat non-automatic.

(D) Not later than the next Primary Servicing or in the case of spares before issue the following action is to be taken.

1. With time release in the cocked condition, using cocking tool (MBEU/3254) depress forward rack plunger which must travel approximately 0.10".

2. It is essential that the plunger be depressed to its absolute maximum and held there for approximately one second. Remove cocking tool from time release.

3. If the time release is serviceable the plunger should rise to the same position as it was before depressing.

4. If plunger is considerably less than .10" or if it remains depressed the time release is faulty and must be removed (if fitted to the ejection seat) and returned to manufacturer for rectification quoting this Instruction as authority.

(E) Record on the appropriate Form and label spare assemblies "STI/ Ejection Seat/13 satisfied."

(F) Nil.

(G) Nil.

Continued.....

Action taken under terms of SI/Ejection Seat/3 will render compliance with this Instruction Unnecessary.

NOTE: SI/Ejection Seat/3 was not published on Technical News Sheets as it was known that S.T.I./Ejection Seat/13 was in course of issue.

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CS/

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TECHNICAL NEWS SHEET

SERIES V NO 572 Issue 2. DH AIRCRAFT DATE 24. 8. 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 supersedes and cancels Issue 1 dated 19. 7. 55.

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

TO issued.

A. SPECIAL TECHNICAL INSTRUCTIONS/EJECTION SEAT/13 (AS AMENDED BY 13A). (SUPERSEDING AND CANCELLING S.I./EJECTION SEAT/3). BAROMETRIC TIME DELAY MECHANISM: FAILURE TO OPERATE.

B. Martin Baker Ejection Seats, Mk. 2 and 3 Series and Barometric time delay mechanism in use, held as spares or in Store.

C. Failure has been reported of the barometric time delay mechanism to operate when the sear was withdrawn from the release plunger spindle. This would render the seat non-automatic.

D. Not later than the next Primary Servicing or in the case of spares before issue, the following action is to be taken.

1. With time release in the cocked condition, using cocking tool (MBEU/3254) depress forward rack plunger which should travel approximately .10".

2. It is essential that the plunger be depressed to its absolute maximum and held there for approximately one second. Remove cocking tool from time release.

3. If the time release is serviceable the plunger should rise to the same position as it was before depressing.

4. If there is no detectable movement of the rack plunger or if it remains depressed the time release is faulty and must be removed (if fitted to the ejection seat) and returned to manufacturer for rectification quoting this Instruction as authority.

E. Record on the appropriate Form and label spare assemblies "STI/Ejection Seat/13 satisfied".

Continued.....

F. Nil.

G. Nil.

Action taken under terms of SI/Ejection Seat/3 will render compliance with this Instruction unnecessary.

NOTE: SI/Ejection Seat/3 was not published on Technical News Sheets as it was known that S.T.I./Ejection Seat/13 was in course of issue.

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M.J.H.

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TECHNICAL NEWS SHEET

SERIES V No. 572 Issue 3. DATE 11.1.56.

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 SUPERSEDES AND CANCELS ISSUE 1 DATED 19.7.55. AND ISSUE 2 DATED 24.8.55.

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

ISSUED

MARTIN BAKER EJECTION SEAT - BAROSTATIC TIME RELEASE UNIT - JAMMING OF RACK PLUNGER.

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, W.C.2. in the form of SI/Ejection Seat/4. which cancels STI/Ejection Seat/13 and 13A circulated on Issue 2 of this Technical News Sheet dated 24.8.55., which in turn cancelled SI/Ejection Seat/3.:-

Barostatic Time Release Units, other than those engraved "3 seconds" on the case, fitted to Martin Baker Ejection Seats Mark 2 and 3 Series.

A case has been reported of suspected jamming of the rack plunger of the Barostatic time release unit.

Within 28 days of receipt of this Instruction (See Note below para.(D) and at each subsequent Minor Servicing of aircraft fitted with Martin Baker Ejection seats Mark 2 and 3 Series proceed as follows:-

With release unit in cocked position use rack plunger tool (Ref.27L/272) to press rack plunger downwards to full extent. If plunger does not move release unit is unserviceable. Release after one second and remove tool. If plunger having moved fails to return to original position release unit is unserviceable and must be renewed.

NOTE: Where STI/Ejection Seat/13 and 13A have been applied first satisfaction of this Instruction may be deferred to next minor servicing.

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

Continued.....

Report defects on Form 1022.

Release Units modified by manufacturers to prevent this fault are being introduced under separate aircraft Mods. Such Units have "3" seconds" engraved on the case and are not affected by this S.I.

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TECHNICAL NEWS SHEET

SERIES V No 573 DH AIRCRAFT DATE 21.7.55.

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

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

N4 Leaf 98

DEFECTIVE ATTACHMENT OF CANNON BEAM TO COCKPIT FLOOR - VAMPIRE 5 AIRCRAFT.

It has been reported that during the major inspections of Vampire aircraft a number of cannon beams have been replaced due to lack of glue adhesion between the cannon beam and the floor.

Where there is a lack of glue adhesion between the cannon beam and the floor, in the area within a 4.25" dimension either side of the centre line joint of the cannon beam, this can be regarded as negligible. The 4.25" dimension extends outboard, port and starboard from the centre line of the beam and denotes the extremity of the inter-ply spruce blocks in the cannon beam, as shown on Production Drawing A00.1953.

It is not considered that cleaning out and inserting glue in the joint is an efficient repair, as it has been found that air in the joint precludes the satisfactory entry of the glue.

Where the poor adhesion occurs outboard of 4.25" from the centre line of the beam, it is advisable to replace the fillet blocks aft of the cannon beam at the floor attachment. This latter action is particularly important where the defect occurs in way of the guns.

Where the damage is regarded as negligible it is recommended that the aircraft documents be endorsed, calling for a periodical inspection, to ensure that there is no extension of the defective area.

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DMR.

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TECHNICAL NEWS SHEET

SERIES V. NO 574 AIRCRAFT DATE 22.7.55.

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

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

VAMPIRE FUEL TANKS.

The following description of the method of construction of Vampire Wing Fuel Tanks and summary of the type of deterioration experienced in service is published for information and to assist operators in assessing unserviceability of these tanks.

With the introduction of the one piece rubber ring at the No.1 Wing Fuel Tank filler Neck it was considered that the joint should be fuel tight, and that instances of self-sealing deterioration should cease from this common cause. There have, however, been several reports of these tanks alleged to be leaking, and the details indicate self-sealing deterioration.

Contruction:

The tank is basically a rubber bag complete with its moulded connections and filler neck. It is made from .045 rubber sheet, black in colour regardless of whose manufacture, and is regarded as a fuel tight vessel in this condition. It is then covered with two layers of self-sealing sorbo rubber which will swell in contact with Kerosine, and therefore provide some measure of temporary protection against combat damage by blocking the holes. The sorbo rubber is then covered with a layer of fibre glass cloth for abrasion protection, and painted Green by Fireproof or Red by Marston.

Self Sealing Deterioration:

Originally No. 1 Tanks suffered from cracking around the filler neck. This was because the neck being secured direct to the wing skin, the surrounding rubber was subject to the wing skin temperatures and therefore lost its flexibility at altitude. During rapid descents the rubber cracked. To insulate the tank from the skin Mod. 3041 introduced a fibre packing ring between the skin and the filler neck. The ring was in two pieces to facilitate assembly but left a gap between them. During re-fuelling Kerosine overflowed into the tank bay and over the tank, penetrated the seams of the fibre glass covering and caused the self sealing rubber to swell. This in turn aggravated the condition by destroying the adhesive by which the fibre glass cloth is held on

Continued.....

to the sorbo rubber, and the sorbo becomes progressively saturated and the tank collapses. The fuel which is exuded from the sorbo rubber gives the appearance of a leak, but invariably the tank itself is not punctured and this can be proven by a pressure test.

Such a tank is, of course, not serviceable because of the fire hazard that sodden sorbo presents, but it is important to establish the correct condition for investigation. Mod. 3248 introduced a one piece rubber ring for the insulating duty, and this should effecticely seal the filler neck. A leak from a connection can of course lead to the same set of conditions.

In reporting a Vampire wing tank defect these points should be taken into consideration, and the condition of the basic tank established by low pressure test of approximately one-lb., which should be held indeficitely.

.....

G.B.

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TECHNICAL NEWS SHEET

SERIES V. No 575 DATE 22.7.55.

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

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

NORMALAIR CABIN PRESSURE CONTROL VALVES, MARKS. 2, 9, & 11.

An investigation into a recent accident on a Venom N.F.2., which suffered the loss of a Windscreen and Canopy is not yet finalised. However, there is a distinct possibility that a high cabin differential pressure may have contributed to the failure, and we have therefore considered it advisable to set down various information on this aspect of the investigation.

Valve Inlet Filter:

This is the filter which is placed over the inlet to the valve and was originally of a fine mesh. Such a filter is vulnerable to blockage by foreign matter, and it has been proved that even a small degree of blockage will disturb the correct operation of the valve and may cause the safety valve not to operate at its correct setting.

Normalair Modification 42, Venom Mods. 248, 249 and 826, Sea Venom N.348, Vampire Mods. 3212 and 3213, introduced a course mesh filter which will permit the passage of dust and dirt through the valve. To permit the exit of such matter through the discharge annulus or the safety valve, the filters which normally covered those apertures were also deleted. Because the modification was classified C.4 there are still large numbers of unmolded valves in use, and it is extremely important that those filters are kept scrupulously clean. It is obvious equally important that modified filters are not fitted to valves which still have the filters over the discharge and safety valves, as larger particles may then be retained inside the valve.

Where the above modifications are not available, the fine mesh filters may be removed providing the filters which normally cover the outlet apertures are also removed. This must be treated only as an interim measure and the modification embodied or a modified valve fitted as soon as possible.

Internal Protection:

In conjunction with the above modification, Normalair introduced Mod.41A.

Continued....

and B under the same Vampire and Venom numbers which provides additional filter protection to the control chamber orifice, the Schrader valve outlet, and the differential pack outlet. This is because the protection afforded these orifices by the original fine mesh filter is now removed. Part B can be embodied independently of Mod. 42, but Part A is essential with it.

Valve Fluctuation - Normalair Mod. 82:

This condition may be secondary to a partially blocked filter restricting the flow through the valve to the range 2 to 4 lbs. per minute, or may be experienced at high altitude when minimum air conditions are obtained. In this flow range turbulence may be set up in the discharge annulus and cause the control diaphragm to oscillate on its seat very rapidly.

A valve removed from a Vampire T.11 which suffered the loss of a canopy and a cracked Windscreen casting, showed that this had taken place. The control chamber orifice housing which is attached to the diaphragm had worn itself away, and particles of it and its spring covered the inside of the control chamber. The diaphragm had then tipped sufficient distance to strike and fracture the control capsules. A fine mesh filter had been fitted and was substantially blocked with foreign matter thus creating sustained fluctuation. The short periods of this condition, which have been experienced at high altitude because of low input, would probably bot cause such damage. The Normalair modification increases the width of the discharge annulus by packing inserted between the two halves of the valve, and thus take the turbulent range beyond the normal operating range of the valve.

All these modifications are now under review, and it is expected that they will be up-graded to B.2.

Note: When Modifications 41A and B are not embodied, the removal of the fine mesh filter over the "Inlet" and "Outlet" should be treated as an interim measure and the modifications embodied as soon as possible.

Note: This information is covered by SI/Vampire/52, issued by R.D.A. (Defect) M.O.S., St. Giles Court, St. Giles High Street, London, W.C.2.

.....Issued.....

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TECHNICAL NEWS SHEET

SERIES V No 576 DATE 25.7.55.

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

VAMPIRE AIRFRAME. GENERAL CIRCULATION.
SUB HEADING 1. ARMAMENT.
SECTION 1. ELECTRICAL INSTALLATION.

VAMPIRE TRAINER AIRCRAFT - BLAST TUBE COVER PLATE FOULING AND CHAFING ELECTRICAL CABLES.

Cases have been reported of the fouling and chafing of the electric cables due to incorrect positioning of the gun blast tube cover plate Part No. 15A.89A/ND.

Units are to examine the electrical cables on the starboard side of the lower nose decking for evidence of chafing, and to position the gun blast tube cover plate so as to obtain the channel in the horizontal plane when the gun blast fairing is in position.

Source: DHTNSV576

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TECHNICAL NEWS SHEET

SERIES V NO 576 issue 2 DATE 20.10.55.

THIS TECHNICAL NEWS SHEET CANCELS AND SUPERSEDES ISSUE 1 DATED 25.7.55.

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 1 ARMAMENT.
SUB HEADING 11 ELECTRICAL INSTALLATION

VAMPIRE TRAINER AIRCRAFT - BLAST TUBE COVER PLATE FOULING AND CHAFING ELECTRICAL CABLES.

Cases have been reported of the fouling and chafing of the electric cables due to incorrect positioning of the gun blast tube cover plate Part No. 15A.89A/ND.

Operators are advised to examine the electrical cables on the starboard side of the lower nose decking for evidence of chafing, and to position the gun blast tube cover plate so as to obtain the channel in the horizontal plane when the gun blast fairing is in position. Renew cables as necessary.

NOTE This information is covered by Special Technical Instruction/Vampire/146 issued by R.D.A. (Defects), M.O.S., St. Giles Court, St. Giles High Street London, W.C.2.

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Issued Vol 3:D:A25

TECHNICAL NEWS SHEET

SERIES V. No 577. DATE 26.7.55.

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

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

HYDRAULIC PIPES: METHOD OF LASHING.
ALL MARKS OF VAMPIRE AIRCRAFT.

Cases have occurred where Hydraulic Pipes, which are routed across or adjacent to each other, have chafed. The object of this Technical News Sheet is to familiarise personnel with this method now used during manufacture of Vampire Aircraft, to prevent this fault from occurring.

Where chafing as described above is suspected, it is recommended that the pipes be secured together with a figure of eight lashing as shown on the attached Drawing R.12.S.103.

NOTE: This information is covered by STN/Vampire/40. issued by R.D.A. (Defects) M.O.S. St.Giles Court, St.Giles High Street, London. W.C.2.

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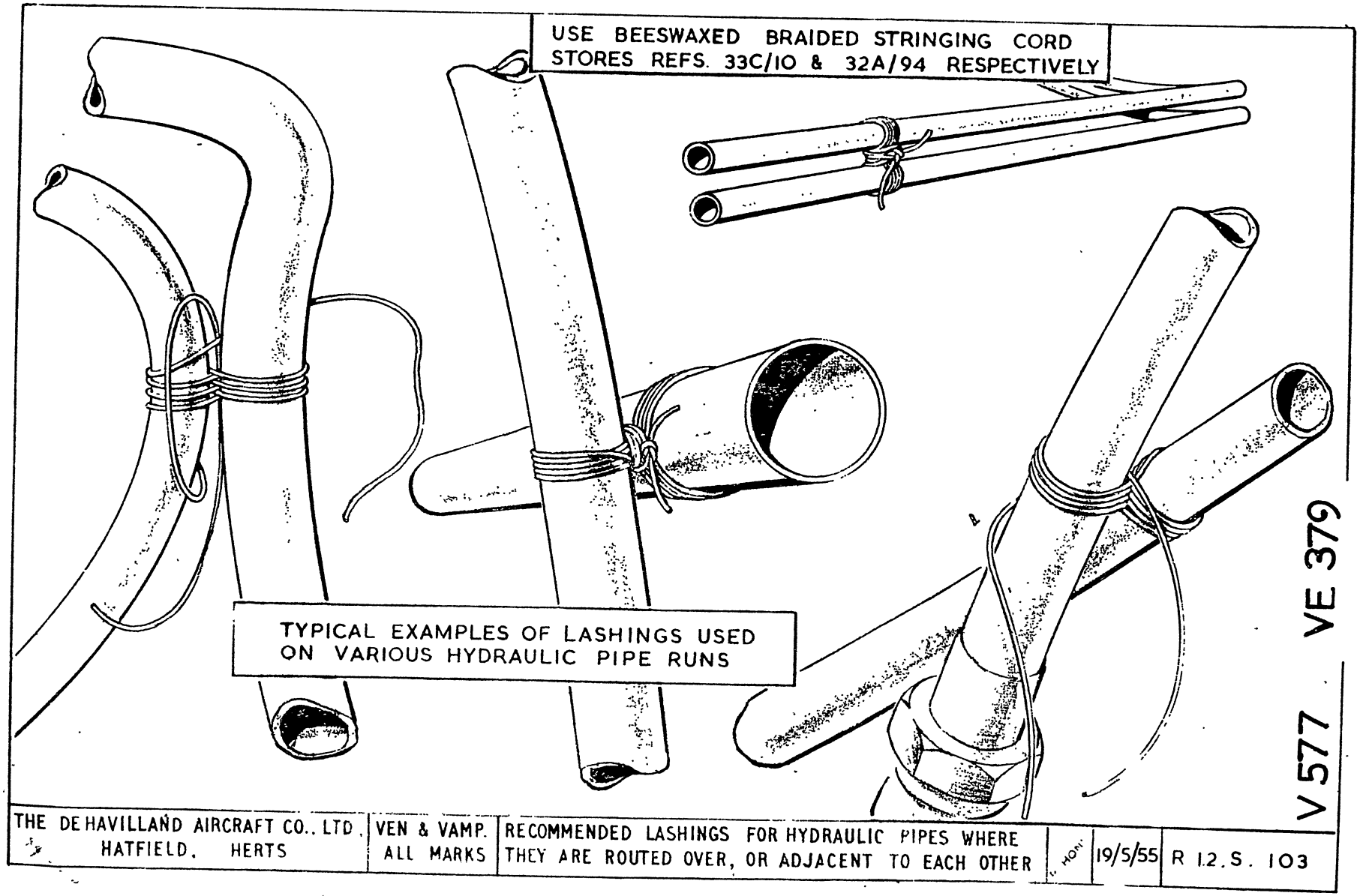

THE DE HAVILLAND AIRCRAFT CO., LTD. HATFIELD, HERTS	VEN & VAMP. ALL MARKS	RECOMMENDED LASHINGS FOR HYDRAULIC PIPES WHERE THEY ARE ROUTED OVER, OR ADJACENT TO EACH OTHER	HON	19/5/55	R 1.2.S. 103

V 577 VE 379

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TECHNICAL NEWS SHEET

SERIES V No 578 DATE 3.8.55

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 12 FUEL SYSTEM

Vol 3 : 7 : D36 issued

MAIN FUEL TANKS (DRAWING POO 3479A/1) PRESENCE OF FOREIGN MATTER

It is suspected that a foreign body (a stores paperdocket 8¾ inches by 3½ inches) may have been left in the collector box assembly on a batch of main fuel tanks, by a sub-contractor. The presence of the paper may interfere with the aircraft's inverted flight time.

The only aircraft affected are Vampire Trainers bearing the following serial numbers:-

XA155, to XA159 inclusive, XA162,163, 164, XA172 XE826(RRAF 123) XE 816 (RRAF 116), XE864, 872,875,876 and XG 765.

As soon as possible and not later than the next Primary Star Servicing remove the sump of the collector box and inspect the interior of the collector box in situ for cleanliness. (AP 4099J, Vol.1, Sect.4, Chap.2, Fig.1, and 2 refers)

Replace sump and test for leaks, check for flow, in accordance with the relevant publication.

Record on the appropriate form.

Report any case found to R.D.A. Defects, copy to the Inspector in Charge, A.I.D. de Havilland Aircraft Co Ltd, Hatfield.

NOTE:-This information is covered by Special Technical Instruction/Vampire/142 issued by R.D.A.(Defects) M.O.S. St Giles Court, St Giles High Street, London W.C.2.

Actioned under Signal

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MS/

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES V No 579 DH AIRCRAFT DATE 5. 8. 55.

Actioned on M File

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

VAMPIRE TRAINER AIRCRAFT - REDUNDANT HOLE IN BULKHEAD NO.2.

A few Vampire T.11 aircraft with Mod.3167 embodied (Mod. introduces provision for fully automatic Mk.3 ejection seats) may be found to show a cabin pressure drop due to the presence of a redundant $\frac{1}{4}$" dia. hole.

Where loss of pressure is attributed to the hole quoted, rectification may be made as follows:-

(a) Refer to the attached Drawing R.15FS.110 and locate the redundant hole. The position of the hole through the port side of Bulkhead No.2, as seen on looking aft from the aircraft cockpit, is just outboard of the oxygen economisers and at a point between the cockpit floor and the manifold for the undercarriage and flap selector controls.

If difficulty is experienced in viewing the redundant hole from the cockpit, owing to the port ejection seat being in position, then proceed as follows:-

Remove the gun bay doors and locate the position of the redundant hole on the aft port face of Bulkhead No.2, the hole then being approximately 1" below the port edge of the undercarriage and flap selector manifold cut-out.

(b) If it is found that the located hole has been blanked off by the use of a method similar to the alternatives given on the drawing, no further action is necessary.

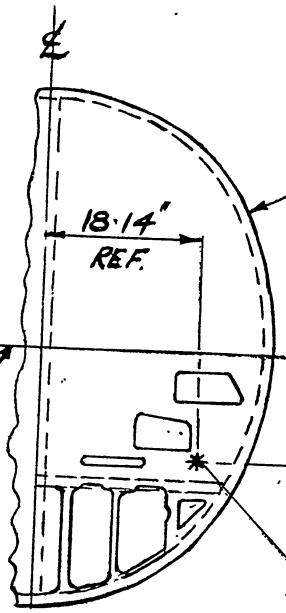
(c) If the hole has not been blanked off then carry out either of the repairs as shown on Drawing R.15.FS.110.

NOTE: This information is covered by STN/Vampire/41 issued by RDA(Defects) M.O.S., St. Giles Court, St. ~~Giles High Street~~, London W.C.2.

M.J.H.

METHODS ENGINEERS, REFER TO DRG. No..... ANY ERRORS ON DRAWING MUST BE REPORTED TO THE DRAWING OFFICE

V579



PART VIEW ON BULKH'D '2' LOOKING AFT, PORT SIDE.

NOTE! THIS HOLE BECAME REDUNDANT ON PROVISION BEING MADE FOR FITMENT OF EJECTOR SEAT VAMP. MOD. 3167.

P/No. 15FS.2067 REF. ONLY.

1/4 DIA. 90° CSK HD. M.S. RIVET TO SPEC. AS.460, CADMIUM PLATED.

F'W'D. BULKH'D PLY - REF.

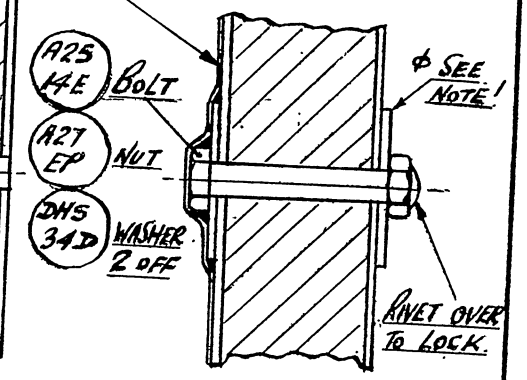
2·0" DIA.

MAKE FROM 1/16" PLY SPEC V.3. WELL GLUE AND BRAD

* POSITION OF REDUNDANT 1/4" DIA. HOLE DENOTED THUS.

ϕ PENNY WASHERS MAY BE TRIMMED TO CLEAR EXISTING NUTS.

BRUSH COAT BOSTIK 1751 OVER WHOLE AREA, APPLY BEAD OF BOSTIK 1790. FURTHER BRUSH COAT OF BOSTIK 1751



ALTERNATIVE METHODS OF BLANKING OFF REDUNDANT HOLE.

						ASSEMBLY Nº	SCHEDULE Nº	Nº OFF

THE DE HAVILLAND AIRCRAFT Co LTD HATFIELD, HERTS.

ISSUE Nº	1	2					
MOD Nº							
ALTERATION EMBODIED	NEW DRG.	ALTERNATIVE BLANKING METHODS ANTRO 2					
CHECKED		[illegible]					
DATE OF MOD.							
Stress Approval							
FINISH	MATERIAL	SPEC.	DESCRIPTION				PART NO.
			REPAIR TO REDUNDANT HOLE, BULKHEAD '2'				R15FS 110.
DRAWN. C.E. CARTER	APPROVED.		DATE 26-1-55.	TRACED BY			

AMENDMTS EMBODIED

LR.9795

MEMORANDUM

	REPLY
From F.S. Barton	From
To STSO	To
29 Sept 1955	19
1. Ref V580 - Drop tank rear fairings. No trouble experienced to date.	We have Nil stocks of 6A/3036. [signature] F.S.
2. Ref MAG 120. — Electric artificial horizons. The attached AM letter and SI/Insts/12 infer, I think, Air Staff cannot produce SF/TF666. If this is correct,	No action

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V NO 580 DATE 7. 8. 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 12, FUEL SYSTEM.

REPAIRS TO DROP TANK REAR FAIRING.

A Repair Instruction Sheet has been prepared together with repair drawing ROOP.12, which covers the repair to drop tank rear fairing.

Copies of the drawing may be obtained on application to Service Department, De Havilland Aircraft Co.Ltd., Hatfield, Herts.

M.J.H.

1941.

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HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 580 Issue 2 DATE 11.3.57.

This Technical News Sheet cancels and supersedes Issue 1 dated 7.8.55.

VAMPIRE AIRFRAME. GENERAL CIRCULATION.
SUB HEADING 12. FUEL SYSTEM.
24. REPAIR SCHEMES.

REPAIRS TO DROP TANK REAR FAIRING

Vampire and Sea Vampire, all marks.

The following drawings for the repair of the drop tank rear fairing are attached herewith:-

R.OOP.12	Issue 1	Repair to drop tank rear fairing.
R.OOP.13	Issue 1	Repair to top rear fairing of airship drop tank to allow clearance for dive brake flap
R.OOP.14	Issue 1	Repair to drop tank rear fairing trailing edge.

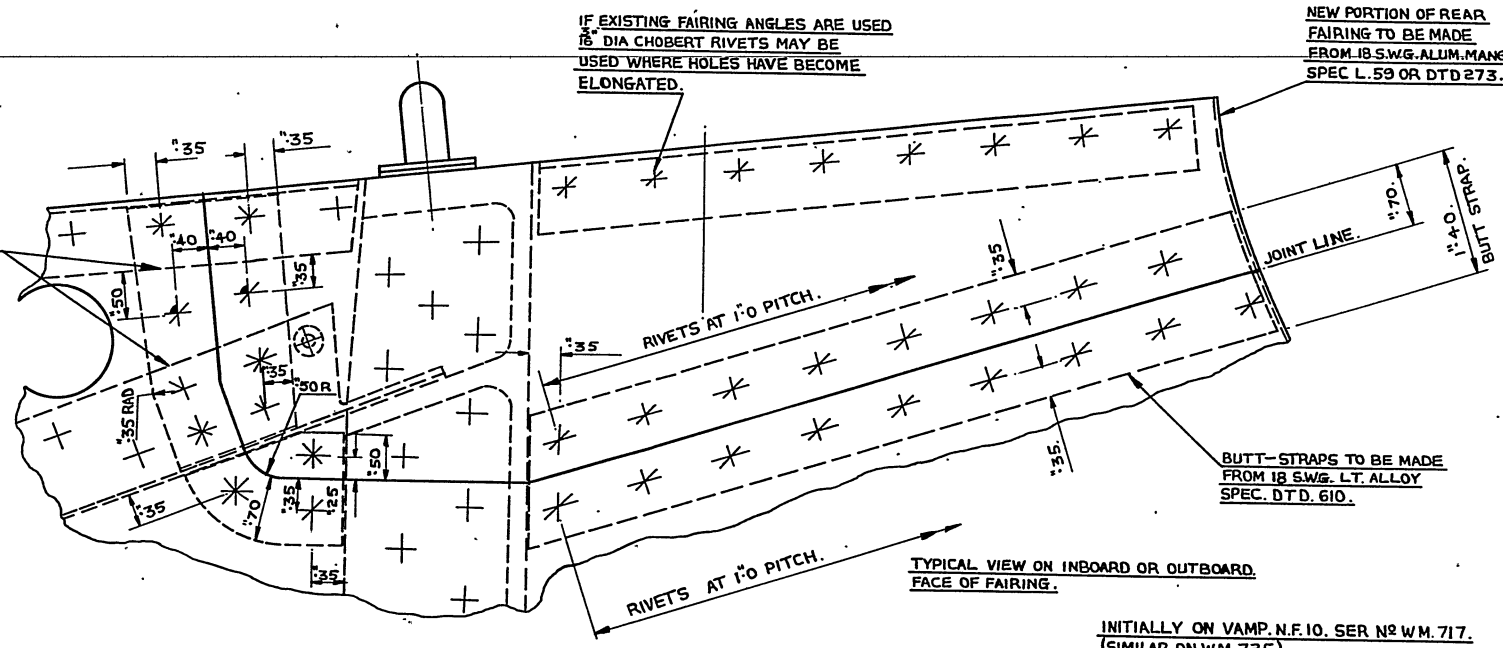
This information has been issued by the Ministry of Supply as Special Technical Notice/Vampire/66, as amended by 66A.

- o - o - o - o -

METHODS ENGINEERS. REFER TO DRG. No.

ANY ERRORS ON DRAWINGS MUST BE REPORTED TO THE DRAWING OFFICE
REMOVE ALL SHARP EDGES - GENERAL LIMITS TO DHS. 550

A.D.



INITIALLY ON VAMP. N.F. 10. SER Nº W.M. 717.
(SIMILAR ON W.M. 725.)

RIVET KEY:

SYMBOL	DESCRIPTION	RIVET PART Nº
*	5/32" DIA. C'SK-HD. CHOBERT RIVET.	AGS. 2046 – 506.
	SEALING PIN.	AGS. 2047 – 504.
*	5/32" DIA. C'SK-HD. RIVET.	AS 2230 – 506.
*	5/32" DIA. C'SK-HD. RIVET.	AS. 2230 – 505.
*	1/8" DIA. C'SK-HD. RIVET.	AS. 2230 – 405.

ISSUED WITH REPAIR INSTRUCTION SHEET Nº 132.

	ASSEMBLY No.	SCHEDULE No	No. OFF

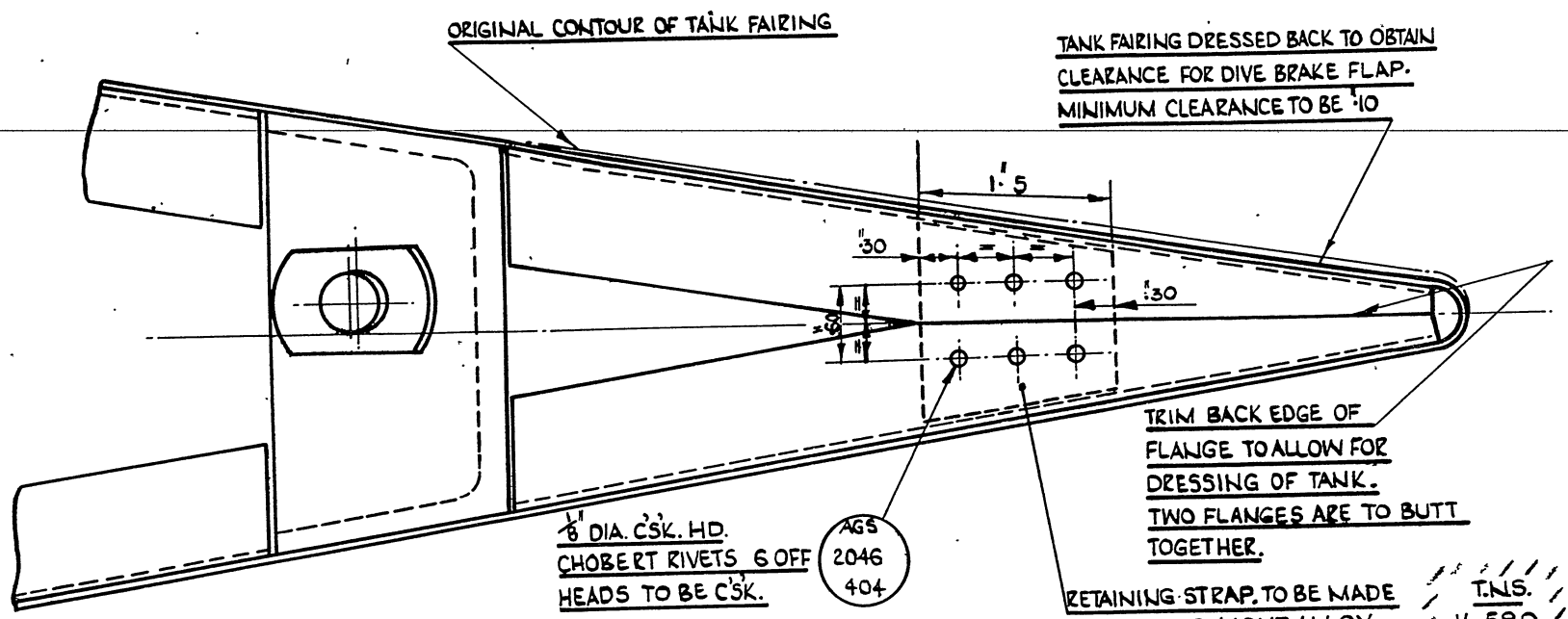
THE DE HAVILLAND AIRCRAFT Co. Ltd., HATFIELD, HERTS.

ISSUE No.	1					
MOD No.						
ALTERATION EMBODIED	NEW DRG.					
CHECKED						
DATE OF MOD.						
Stress Approval	D. A.W.					
FINISH	MATERIAL	SPEC.	DESCRIPTION		PART No.	
			REPAIR TO DROP TANK REAR FAIRING.		ROOP 12.	
DRAWN C.E. CARTER.	APPROVED S.M.		DATE 11.7.55.		TRACED BY P.B.	

T.N.S. V.580 REFERS.

WHEN MODIFYING N.D. PARTS REFER TO N.D. LIST, AS THE PARTS MAY BE USED ON OTHER ASSEMBLIES

AMENDMTS. EMBODIED

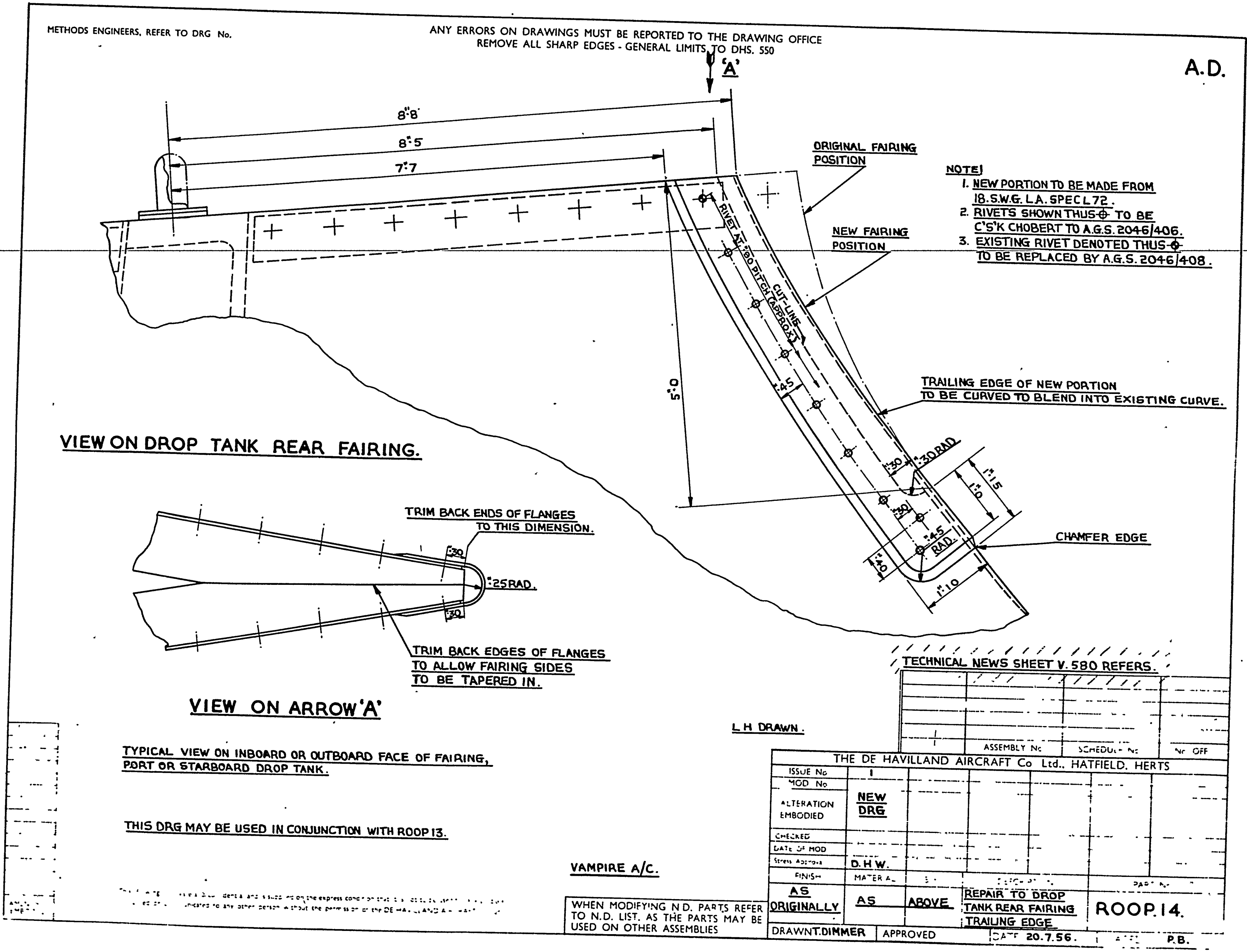


VIEW ON REAR FAIRING, TOP, PORT DROP TANK.

MAY BE USED IN CONJUNCTION WITH DRG. ROOP. 14

TYPICAL REPAIR FOR PORT AND STBD. TANKS.

THE DE HAVILLAND AIRCRAFT CO., LTD. HATFIELD HERTS.	M/C. TYPE	M/C. REGN. NO.	REPAIR TO:- TOP REAR FAIRING AIRSHIP DROP TANK TO ALLOW CLEARANCE FOR DIVE BRAKE FLAP	DR. BY.	APP. BY.	R. OOP 13.
	VAMPIRE	—		T. D. 4-7-56		ISSUE. 1.


METHODS ENGINEERS, REFER TO DRG No.
ANY ERRORS ON DRAWINGS MUST BE REPORTED TO THE DRAWING OFFICE
REMOVE ALL SHARP EDGES - GENERAL LIMITS TO DHS. 550
A.D.
'A'
8"8
8"5
7"7
ORIGINAL FAIRING POSITION
NEW FAIRING POSITION
NOTE:
1. NEW PORTION TO BE MADE FROM 18.S.W.G. L.A. SPEC L72.
2. RIVETS SHOWN THUS ⊕ TO BE C'S'K CHOBERT TO A.G.S. 2046/406.
3. EXISTING RIVET DENOTED THUS ⊕ TO BE REPLACED BY A.G.S. 2046/408.
RIVET AT ·80 PITCH (APPROX)
CUT-LINE
5"0
·45
TRAILING EDGE OF NEW PORTION TO BE CURVED TO BLEND INTO EXISTING CURVE.
·30
·30 RAD.
1"15
1"0
·45 RAD.
·40
1"10
CHAMFER EDGE
VIEW ON DROP TANK REAR FAIRING.
TRIM BACK ENDS OF FLANGES TO THIS DIMENSION.
·30
·25 RAD.
·30
TRIM BACK EDGES OF FLANGES TO ALLOW FAIRING SIDES TO BE TAPERED IN.
VIEW ON ARROW 'A'
TYPICAL VIEW ON INBOARD OR OUTBOARD FACE OF FAIRING, PORT OR STARBOARD DROP TANK.
THIS DRG MAY BE USED IN CONJUNCTION WITH ROOP 13.
L H DRAWN.
TECHNICAL NEWS SHEET V. 580 REFERS.
ASSEMBLY No
SCHEDULE No
No OFF
THE DE HAVILLAND AIRCRAFT Co Ltd., HATFIELD, HERTS
ISSUE No
1
MOD No
ALTERATION EMBODIED
NEW DRG
CHECKED
DATE OF MOD
Stress Approval
D.H.W.
FINISH
MATERIAL
PART No
VAMPIRE A/C.
WHEN MODIFYING N.D. PARTS REFER TO N.D. LIST, AS THE PARTS MAY BE USED ON OTHER ASSEMBLIES
AS ORIGINALLY
AS ABOVE
REPAIR TO DROP TANK REAR FAIRING TRAILING EDGE
ROOP. 14.
DRAWN T. DIMMER
APPROVED
DATE 20.7.56.
P.B.

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS · HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V. No 581 DATE 24. 8. 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 7, FUSELAGE ASSEMBLY.

MARTIN-BAKER EJECTION SEATS.

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, W.C.2., in the form of Special Technical Notice/ Ejection Seat/4. Modification 187, 203, 205 and 206: Upgrading.

N/A N/A N/A Embodied all Seats

All the above modifications apply the Martin-Baker double drogue system to different Marks of ejection seats, to provide facilities for ejection at very low altitudes with safety. Each Mod. is applied to one or more Mark of seat.

The classification of the Mods. when they were before the IEMEMC was B/2 for Naval seats and B/3 for R.A.F. seats, but the classification has been altered, ex-Committee, to B/2 for all seats, both Naval and R.A.F. as a result of several recent unsuccessful ejections in seats without these Mods.

All concerned are advised to embody the modifications quoted above as soon as possible.

SERVICE DEPT. NOTE:

Of the Martin-Baker Modifications quoted, Mod.205 only is applicable to the Venom and Mod.206 is applicable to the Vampire.

M.J.H.

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HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
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TECHNICAL NEWS SHEET

SERIES V No 582 DATE 24. 8. 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 1 Sect 2 Sub Sect E 7

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

not received

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, W.C.2., in the form of Special Flying Instruction T.F.674/Vampire and Venom.

SC/45/14

Vampire T.11 and Venom NF.3 Fire warning, cases have arisen where fire warning light in extinguisher push button has failed to operate due to faulty contacts within push button. When Vampire Mod. 3471 or Venom Mod.885 is incorporated second warning light is positioned adjacent to push button. Presence of engine fire will be indicated by either or both lights coming on. Pilot's notes will be amended.

SERVICE DEPT. NOTE:

To be embodied on the 431st aircraft - Vampire XE.991.

M.J.H.

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TECHNICAL NEWS SHEET

SERIES V No 583 DATE 29. 8. 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 2, BONDING.

Issued V&E 3:2:A26

METAL CONDUITS, IGNITION CABLE - NON-INSULATION AT CLIPS.

Cases have been reported where insulating material has been used as a package for 'P' clips securing the ignition lead conduits, causing a discharge to the adjacent bonded metal surfaces.

Operators are advised that where packing is required for 'P' clips, a 3/4" wide strip of 16 x 16 copper mesh x 28 gauge, cadmium plated, should be used.

After assembly the area should be given a coat of protective paint, No. 260. B.

NOTE: This information is covered by Special Technical Notice/Vampire/36 issued by R.D.A. (Defects), M.O.S., St. Giles Court, St. Giles High St. London W.C.2.

.....

M.J.H.

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TECHNICAL NEWS SHEET

SERIES V No 584 DATE 29. 8. 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 23, INSTRUMENTS.

RRAF Technical Order Vol 6 Sect 3 Sub Sect 7

A. GUNSIGHT MOUNTING/A.S.I.: FOULING.
SPECIAL TECHNICAL INSTRUCTION RRAF/INSTS/1 48 Etc late

B. Vampire Trainer aircraft.

C. Cases have been reported of flexing of the anti-vibration mounting of the new instrument panel causing the top left hand fixing lug of the A.S.I. to strike the Gyro Gunsight retractable mounting.

D. Pending the issue of Modification Vampire/3386, where fouling occurs between the Gyro Gunsight Mounting and the A.S.I., the top left hand fixing lug of the instrument may be cut away and filed to maintain the contour of the A.S.I. When this alteration is embodied, a new part number 15-F.2591 is to be painted on the instrument.

E. Record on F700 & F801 as STI/RRAF/INSTS/1

G. The above action partially embodies Mod. Vampire 3386.

NOTE: This information is covered by Special Technical Notice/Vampire/42 issued by R.D.A. (Defects), M.O.S., St. Giles Court, St. Giles High St., London W.C.2.

Source DHTNS V584

....

OHG Sqn Ldr
STSC

Distribution

STO	1 copy
S.S.O	1 "
IRS	2 copies
ASF	2 "
ERS	2 "
Recovery Flight	2 "
Vampire Squadron	2 "
Transport "	2 "
Instrument Section	2 "

M.J.H.

For information

OC Training School	1 copy
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OC Equip Depot	1 "
S.E.S.C	1 "
Tech Control	1 "
File	1 "

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HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
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TECHNICAL NEWS SHEET

SERIES V No. 585 DATE 29. 8. 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 11, ELECTRICAL INSTALLATION.

FIRE DETECTOR SYSTEM - INCORRECT WARNING.

Vampire Aircraft with Modification Vampire No. 844 embodied.

Cases have been reported of erroneous fire indications due to the Fire Detector Switches being too close to the combustion chambers in certain attitudes during flight.

Modification Goblin 2 No. 302, introducing an increase in gauge of the combustion chambers, renders the Fire Detector Switches redundant at these positions.

To advise operators to make inoperative the Fire Detector Switches not now required, also to reduce the risk of false indication, we recommend the following:-

At the next convenient opportunity proceed as follows:-

1. Where split-can fire detectors are to be disconnected the following action should be taken to by-pass these detectors with electrical wiring, to ensure that the remaining fire detectors are operative.

2. It will be necessary to link the bottom fire detectors situated on the Port and Starboard engine bearers to the fire detectors at the rear of Rib No. 1 on the inboard face.

3. Refer to Drawing No. R00.N.13, and carry out the following work. Two Unifire Red 7 cables will be required at the Port and Starboard side and coded F.A.2+ and F.A.3. The new cables need not be run inside the existing asbestos tape, and can be secured above the existing run of cables along the rib.

4. On some marks of aircraft it will be noted that the wiring from the split-can detectors is terminated at Terminal Blocks on the Engine bearers. In other cases the termination is at the Fire Detectors on the Engine bearers.

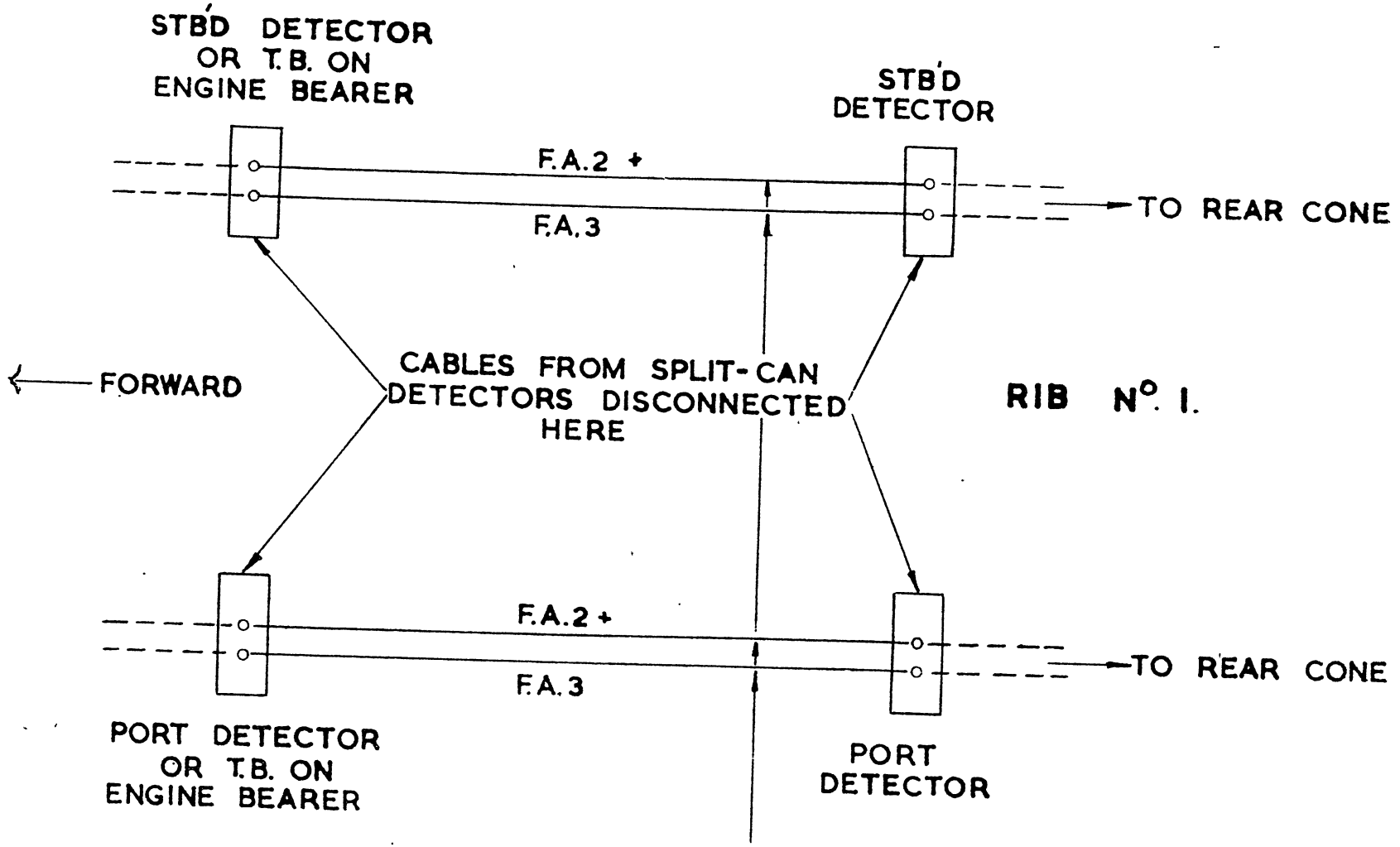
Continued.....

5. When the alteration has been embodied carry out the standard insulation and functional tests, as laid down for this system.

Modification action is being initiated which will remove the Fire Detectors and wiring completely.

.....

M.J.H.



TNS V.555

VAMPIRE

REPAIR TO:- SPLIT-CAN DETECTION SWITCHES ON ENGINE BEARERS.

DR. BY C. JOWETT. APP. BY

R.OON 13

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 585 issue 2. DATE 10.10.55.

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

THIS TECHNICAL NEWS SHEET CANCELS AND SUPERSEDES ISSUE 1 DATED 29.8.55. BUT DRAWING ROO.N.13 IS TO BE RETAINED.

To be issued

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

FIRE DETECTOR SYSTEM - INCORRECT WARNING.

Vampire Aircraft with Modification Vampire No. 844 and Modification Goblin 302 embodied.

Cases have been reported of erroneous fire indications due to the Fire Detector Switches being too close to the combustion chambers in certain attitudes during flight.

Modification Goblin 2 No. 302, introducing an increase in gauge of the combustion chambers, renders the Fire Detector Switches redundant at these positions.

To advise operators to make inoperative the Fire Detector Switches not now required, also to reduce the risk of false indication, we recommend the following:-

At the next convenient opportunity proceed as follows:-

1. Where split-can fire detectors are to be disconnected the following action should be taken, to by-pass these detectors with electrical wiring, to ensure that the remaining fire detectors are inoperative.

2. It will be necessary to link the bottom fire detectors situated on the Port and Starboard engine bearers to the fire detectors at the rear of Rib No. 1 on the inboard face.

3. Refer to Drawing No.ROO.N.13, and carry out the following work. Two Unifire Red 7 cables will be required at the Port and Starboard side and coded F.A.2+ and F.A.3. The new cables need not be run inside the existing asbestos tape, and can be secured above the existing run of cables along the rib.

.....Contd.

4. On some marks of aircraft it will be noted that the wiring from the split-can detectors is terminated at Terminal Blocks on the Engine bearers. In other cases the termination is at the Fire Detectors on the Engine bearers.

5. When the alteration has been embodied carry out the standard insulation and functional tests, as laid down for this system.

Modification action is being initiated which will remove the Fire Detectors and wiring completely, and will render compliance with this instruction unnecessary.

NOTE. This information is covered by STI/VAMPIRE/144 issued by R.D.A. (Defects) M.O.S., St. Giles Court, St. Giles High Street, London, W.C.2.

MS/ .....

T.O. Vol 3 Sect 2 U.S. 2 Copy

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HATFIELD HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES V NO 585 issue 3. AIRCRAFT DATE 28.10.55.

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

THIS TECHNICAL NEWS SHEET CNACELS AND SUPERSEDES ISSUE 1 DATED 29.8.55. AND ISSUE 2 DATED 10.10.55. BUT DRAWING ROO.N.13 IS TO BE RETAINED.

VAMPIRE AIRFRAME : GENERAL CIRCULATION
SUB HEADING 11, ELECTRICAL INSTALLATION

FIRE DETECTOR SYSTEM - INCORRECT WARNING.

Vampire Aircraft with Modification Vampire No. 844, Modification Goblin 302, (Goblin Engine Mark 2), and Vampire Modification 3245, Modification Goblin 820 (Goblin Engine Mark 3).

Cases have been reported of erroneous fire indications due to the Fire Detector Switches being too close to the combustion chambers in certain attitudes during flight.

Modification Goblin 2 No. 302, introducing an increase in gauge of the combustion chambers, renders the Fire Detector Switches redundant at these positions.

To advise operators to make inoperative the Fire Detector Switches not now required, also to reduce the risk of false indication, we recommend the following:-

At the next convenient opportunity proceed as follows:-

1. Where split-can fire detectors are to be disconnected the following action should be taken, to by-pass these detectors with electrical wiring, to ensure that the remaining fire detectors are operative.

2. It will be necessary to link the bottom fire detectors situated on the Port and Starboard engine bearers to the fire detectors at the rear of Rib No. 1 on the inboard face.

3. Refer to Drawing No. ROO.N.13, and carry out the following work, Two Unifire Red 7 cables will be required at the Port and Starboard side and coded F.A.2+ and F.A. 3. The new cables need not be run inside the existing asbestos tape, and can be secured above the existing run of cables along the rib.

...........Contd.

4. On some marks of aircraft it will be noted that the wiring from the split-can detectors is terminated at Terminal Blocks on the Engine bearers. In other cases the termination is at the Fire Detectors on the Engine bearers.

5. When the alteration has been embodied carry out the standard insulation and functional tests, as laid down for this system.

Modification action is being initiated which will remove the Fire Detectors and wiring completely, and will render compliance with this instruction unnecessary.

NOTE. This information is covered by STI/VAMPIRE/144 issued by R.D.A. (Defects) M.O.S., St. Giles Court, St. Giles High Street, London, W.C.2.

.....

MS/

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V 585 No issue 4 DATE 17.11.55.

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 29.8.55, ISSUE 2 DATED 10.10.55. AND ISSUE 3 DATED 28.10.55. BUT DRAWING ROO. N.13 IS TO BE RETAINED.

Issued by Ann.

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 11, ELECTRICAL INSTALLATION

FIRE DETECTOR SYSTEM - INCORRECT WARNING.

All Vampire Aircraft with Modification Vampire No. 844, or 3245 and Goblin Modification 302 (Goblin 2 Engines) or 820 (Goblin 3 Engines) embodied.

Cases have been reported of erroneous fire indications due to the Fire Detector Switches being too close to the combustion chambers in certain attitudes during flight.

Modification Goblin 2 No. 302, (Goblin 2 Engines) and Goblin Modification 820 (Goblin 3 Engines) introducing an increase in gauge of the combustion chambers, renders the Fire Detector Switches redundant at these positions.

To advise operators to make inoperative the Fire Detector Switches not now required, also to reduce the risk of false indication, we recommend the following:-

At the next convenient opportunity proceed as follows:-

1. All split-can resetting type fire detectors are to be disconnected and the following action should be taken to by-pass these detectors with electrical wiring, to ensure that the remaining fire detectors are operative.

2. It will be necessary to link the bottom fire detectors situated on the Port and Starboard engine bearers to the fire detectors at the rear of Rib No. 1 on the inboard face.

3. Refer to Drawing No. ROO.N.13, and carry out the following work, Two Unifire Red 7 cables (Ref 5E3724) will be required at the Port and Starboard side and coded F.A.2+ and F.A.3. The new cables need not be run inside the existing asbestos tape, and can be secured above the existing run of cables along the rib.

.....Contd.

4. On some marks of aircraft it will be noted that the wiring from the split-can detectors is terminated at Terminal Blocks on the Engine bearers. In other cases the termination is at the Fire Detectors on the Engine bearers.

5. When the alteration has been embodied carry out the standard insulation and functional tests, as laid down for this system.

Modification action is being initiated which will remove the Fire Detectors and wiring completely, and will render compliance with this instruction unnecessary.

NOTE. This information is covered by STI/VAMPIRE/144A issued by R.D.A. (Defects) M.O.S., St. Giles Court, St. Giles High Street, London, W.C.2.

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TECHNICAL NEWS SHEET

SERIES V No 585 Issue 5 DATE 23.3.56.

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 29.8.55, ISSUE 2 DATED 10.10.55, ISSUE 3 DATED 28.10.55 AND ISSUE 4 DATED 17.11.55, BUT DRAWING ROO. N.13 IS TO BE RETAINED.

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 11, ELECTRICAL INSTALLATION. Issued on AM

FIRE DETECTOR SYSTEM - INCORRECT WARNING

All Vampire Aircraft with Modification Vampire No.844, or 3245 embodied

Cases have been reported of erroneous fire indications due to the Fire Detector Switches being too close to the combustion chambers in certain attitudes during flight.

Modification Goblin No.302, (Goblin Mark 2 Engine only) and Vampire Modification 3245 (Goblin Mark 3 Engined Aircraft) render the Fire Detector Switches redundant at these positions.

To advise operators to make inoperative the Fire Detector Switches not now required, also to reduce the risk of false indication, we recommend the following:-

At the next convenient opportunity proceed as follows:-

1. All split-can resetting type fire detectors are to be disconnected and the following action should be taken to by-pass these detectors with electrical wiring, to ensure that the remaining fire detectors are operative.

2. It will be necessary to link the bottom fire detectors situated on the Port and Starboard engine bearers to the fire detectors at the rear of Rib No.1 on the inboard face.

3. Refer to Drawing No.ROO.N.13, and carry out the following work, Two Unifire Red 7 cables (Ref 5E3724) will be required at the Port and Starboard side and coded F.A.2+ and F.A.3. The new cables need not be run inside the existing asbestos tape, and can be secured above the existing run of cables along the rib.

Continued.....

4. On some marks of aircraft it will be noted that the wiring from the split-can detectors is terminated at Terminal Blocks on the Engine bearers. In other cases the termination is at the Fire Detectors on the Engine bearers.

5. When the alteration has been embodied carry out the standard insulation and functional tests, as laid down for this system.

Vampire Modification 3475 when embodied will render compliance with this instruction unnecessary, and will supersede Vampire Modification 3245.

NOTE: This information is covered by STI/VAMPIRE/144B issued by R.D.A. (Defects) Ministry of Supply, St.Giles Court, St.Giles High Street, London, W.C.2.

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TECHNICAL NEWS SHEET

SERIES V No. 585 Issue 6. DATE 19.6.56.

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 29.8.55. ISSUE 2 DATED 10.10.55, ISSUE 3 DATED 28.10.55, ISSUE 4 DATED 17.11.55, AND ISSUE 5 DATED 23.3.56, BUT DRAWING R00. N.13 IS TO BE RETAINED.

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

FIRE DETECTOR SYSTEM - INCORRECT WARNING.

All Vampire Aircraft with Modification Vampire No.844, or 3245 embodied and with Goblin 2 Engines (Post Modification 302) or with Goblin 3 Engines installed.

Cases have been reported of erroneous fire indications due to the Fire Detector Switches being too close to the combustion chambers in certain attitudes during flight.

Embodiment of Goblin Modification No.302, (Goblin Mark 2 Engine only) has made these switches redundant. For Goblin Mark 3 engines, Modification Goblin 302 is incorporated in the basic design.

To advise operators to make inoperative the Fire Detector Switches not now required, also to reduce the risk of false indication, we recommend the following:-

At the next convenient opportunity proceed as follows:-

1. All split-can resetting type fire detectors are to be disconnected and the following action should be taken to by-pass these detectors with electrical wiring, to ensure that the remaining fire detectors are operative.

2. It will be necessary to link the bottom fire detectors situated on the Port and Starboard engine bearers to the fire detectors at the rear of Rib No.1 on the inboard face.

3. Refer to Drawing No.R00.N.13, and carry out the following work. Two Unifire Red 7 cables (Ref.5E/3724) will be required at the Port and Starboard side and coded F.A.2+ and F.A.3. The new cables need not be run inside the existing asbestos tape, and can be secured above the existing run of cables along the rib.

Continued.

4. On some marks of aircraft it will be noted that the wiring from the split-can detectors is terminated at Terminal Blocks on the Engine Bearers. In other cases the termination is at the Fire Detectors on the Engine bearers.

5. When the alteration has been embodied carry out the standard insulation and functional tests, as laid down for this system.

Vampire Modification 3475 when embodied will render compliance with this instruction unnecessary, and will supersede Vampire Modification 844 (in part) and Vampire Modification 3245.

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NOTE: This information is covered by Special Technical Instruction/Vampire/144C issued by R.D.A. (Defects) Ministry of Supply, St. Giles Court, St. Giles High Street, London, W.C.2.

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TECHNICAL NEWS SHEET

SERIES V. No 586 DH AIRCRAFT DATE 29. 8. 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 12, FUEL SYSTEM.

TO issued

VOKES AIR FILTER FITTED TO B.P.C. TOTAL HEAD LINE - INCORRECT FITTING.

It has been brought to our notice that the Vokes Air Filter, Part Number C.44493, is sometimes fitted the incorrect way round, although we have been assured by Vokes Limited that the filter would still be effective even though incorrectly fitted.

Certain Vokes Air Filters, of the Part No. quoted above, are without any form of identification to indicate the direction of flow through which air should pass through them. Hence, on removal, there is a danger that the filter could be refitted the reverse way to which it was originally installed. If such a situation arose, residue previously collected by the filter element could find its way to the B.P.C. The object of this T.N.S. is to give warning of this possibility, to inform operators of the correct way to fit the filter, and to give advice should the filter be found to have been incorrectly fitted.

The Vokes Air Filter is the last unit through which the air passes before reaching the total head connection on the B.P.C. The filter should be fitted so that the FLAT END IS "INLET", with the curved end connecting to the pipe routed to the B.P.C.

If it is found that the filter has been fitted the reverse way (incorrect way) and there is no evidence to indicate that the filter has been previously removed whilst in service, no immediate action is necessary but the filter should be correctly fitted at the first convenient opportunity, and, if this is done, A NEW ELEMENT MUST BE FITTED.

On filters correctly installed but without the necessary indicative markings, it is advised that some form of marking be painted on to the filter casing to indicate the correct direction of air flow. Future confusion would thus be avoided.

All newly produced filters will have direction of flow markings.

M.J.H.

DE HAVILLAND SERVICE

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TECHNICAL NEWS SHEET To Revised

SERIES V No 586 Issue 2. DH AIRCRAFT DATE 27.9.55.

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 29.8.55.

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

VOKES AIR FILTER FITTED TO B.P.C. TOTAL HEAD LINE- INCORRECT FITTING.

It has been brought to our notice that the Vokes Air Filter, Part Number C.44493, is sometimes fitted the incorrect way round, although we have been assured by Vokes Limited that the filter would still be effective even though incorrectly fitted.

Certain early Vokes Air Filters, of the Part Number quoted above, are without any form of identification to indicate the direction of flow through which air should pass through them. Hence, on removal, there is a danger that the filter could be refitted the reverse way to which it was originally installed. If such a situation arose, residue previously collected by the filter element could find its way to the B.P.C. The object of this T.N.S. is to give warning of this possibility, to inform operators of the correct way to fit the filter, and to give advice should the filter be found to have been incorrectly fitted.

The Vokes Air Filter is the last unit through which the air passes before reaching the total head connection on the B.P.C. The filter should be fitted so that the FLAT END IS "INLET", with the curved end connecting to the pipe routed to the B.P.C.

If it is found that the filter has been fitted the reverse way(incorrect way) and there is no evidence to indicate that the filter has been previously removed whilst in service, no immediate action is necessary but the filter should be correctly fitted at the first convenient opportunity, and, if this is done, A NEW ELEMENT MUST BE FITTED.

On filters correctly installed but without the necessary indicative markings, it is advised that some form of marking be painted on to the filter casing to indicate the correct direction of air flow. Future confusion would thus be avoided.

Continued.....

All filters produced since 1953 will have direction of flow indicated.

NOTE: This information is covered by Special Technical Notice/Vampire/43 issued by R.D.A. (Defects), M.O.S. St. Giles Court, St. Giles High Street, London. W.C.2.

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DMR.

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TECHNICAL NEWS SHEET

SERIES V NO 586 (Issue 3) AIRCRAFT DATE 13.5.57

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 27.9.55.

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 6, ENGINE INSTALLATION.

BAROMETRIC PRESSURE CONTROL TOTAL HEAD LINE: VOKES AIR FILTER INCORRECTLY FITTED

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

Certain early Vokes Air Filters Part Number C.44493 may be without indication of the correct direction of air flow, in which case, under certain conditions the residue collected by the filter could find its way into the Barometric Pressure Control Unit

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

(a) Inspect the Vokes Air Filter fitted to aircraft and ensure that the "flat" end of the filter is the "inlet" and the "curved" end connects to the pipe to the B.P. Control Unit.

(b) Where the filter is fitted in this way paint on the filter casing an arrow indicating the correct direction of air flow.

NOTE: The direction of air flow through the filter is from the "flat" end inlet to the "curved" end outlet.

(c) Where the filter is not so connected remove it from the aircraft, fit a new element and paint an arrow on the casing of the filter showing the direction of air flow.

(d) Refit the filter to the aircraft ensuring that it conforms to Para. 1 (a) above.

2. Vokes Air Filters held as spares or in store are to be checked to

Continued.....

ensure that identification of air flow is clearly shown, prior to Installation or Issue as applicable.

Record on the appropriate form as "S.T.I./VAMPIRE/164 Satisfied".

This information has been issued by the Ministry of Supply as Special Technical Instruction/Vampire/164, and cancels Special Technical Notice/Vampire/43 (published on earlier issues of this News Sheet).

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TECHNICAL NEWS SHEET

SERIES V No 587 DATE 29. 8. 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.
RRAF Technical Orders Vol 6 Sect 9 Sub Sect 17
OXYGEN SYSTEM - CHAFING OF OXYGEN PIPE BY ELEVATOR TRIM TAB CONTROL CHA
(VAMPIRE TRAINER AIRCRAFT WITH MOD. 3167 EMBODIED).

1. The elevator trim tab control chain from the 2nd Pilot's control t cross shaft on Bulkhead No. 2, passes over and adjacent to the Oxygen Pi Part No. 15-S.711.N.D., connecting to the Starboard regulator. Cases h been found where the chain has chafed the pipe.

2. At the next convenient opportunity ~~it is advised that~~ aircraft are checked for a similar fault.

3. The pipe and chain can be clearly seen by looking downwards betwee 1st and 2nd Pilots seats. Ensure that there is ample clearance between pipe and chain even when the control is operated.

4. Where more clearance is desired, slightly and carefully re-set the oxygen pipe concerned to suit.

SOURCE: DH TNS V58)

DHG
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TECHNICAL NEWS SHEET

SERIES V No 587 issue 2. DATE 20.10.55

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

THIS TECHNICAL NEWS SHEET CANCELS AND SUPERSEDES ISSUE 1 DATED 29.8.55.

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

OXYGEN SYSTEM - CHAFING OF OXYGEN PIPE BY ELEVATOR TRIM TAB CONTROL CHAIN (VAMPIRE TRAINER AIRCRAFT WITH MOD. 3167 EMBODIED).

The elevator trim tab control chain from the 2nd Pilot's control cross shaft on Bulkhead No.2, passes over and adjacent to the Oxygen Pipe Part No. 15-S.711.N.D., connecting to the Starboard regulator. Cases hav found where the chain has chafed the pipe.

At the next convenient opportunity it is advised that aircraft a checked for a similar fault.

The pipe and chain can be clearly seen by looking downwards betw 1st and 2nd Pilots seats. Ensure that there is ample clearance between t and chain even when the control is operated.

Where more clearance is desired, slightly and carefully re-set t oxygen pipe concerned to suit.

NOTE This information is covered by Special Technical Instruction/Vam issued by R.D.A. (Defects) M.O.S., St Giles Court, St. Giles Hig London, W.C.2.

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TECHNICAL NEWS SHEET

SERIES V NO 588 DATE 2. 9. 55.

Local Mod being issued at present under T

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

JAMMING OF CONTROL COLUMN - VAMPIRE SINGLE SEAT AIRCRAF

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 St. Giles High Street, London W.C.2., in the form of Special Flying Instruction/TF.676 and affects Vampire Mks. 5 and 9 aircraft.

Pilots are warned that, if the R/T plug and socket are not secure the retaining clips, backward movement of the control column may be se restricted by the plug and socket becoming jammed between the seat and rear face of the control column.

This S.F.I. will be cancelled when remedial action has been taken

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M.J.H.

DE HAVILLAND SERVICE
AIRSPEED DIVISION
CHRISTCHURCH HAMPSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES V No 588 Issue 2 DATE 9. 10. 195[illegible]

AIRCRAFT

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

This News Sheet cancels and supersedes Issue 1 dated 2.9.1955.

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

CONTROL COLUMN JAMMED BY R/T PLUG.
(SPECIAL FLYING INSTRUCTION/TF.676)

Vampire Marks 5, 9.

This information was cancelled by the Review of Special Flying Instructions contained in Special Technical Notice/Procedure/ dated 7.7.1956, (not issued on Technical News Sheets).

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The last News Sheet applicable to the Marks 5 and 9 was V. 586.

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TECHNICAL NEWS SHEET

SERIES V No 589 AIRCRAFT DATE 7. 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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
~~SUBJECT HEADING~~, CONTROLS FLYING.

RAF Technical Circular Vol 3 Sect 2 Sub Sect F 37

INSECURITY OF BRAKE LEVER ON CONTROL COLUMN.

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 (St.Giles High Street, W.C.2., in the form of ~~Preliminary~~ Warning/Vamp.

Cases have been reported of the Brake Lever Pt.No. ACM.15209 (Sec 274) becoming detached from the control column on application of brak

Before next flight and at each subsequent pre flight inspe ~~subsequent flights~~, check the security of Allen screws retaining the Brake Lever to the Handle Grip, pending fur instructions.

Blue 10 circulate

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M.J.H.

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TECHNICAL NEWS SHEET

SERIES V No 590 DATE 12. 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

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

VAMPIRE LOW PRESSURE FUEL FILTER ASSEMBLIES AND ELEME

It has become apparent that confusion exists regarding the inter ability of Low Pressure Fuel Filter Assemblies and Elements, and the following is published for information. Action is in hand to amend t relevant Schedules of Spare Parts.

The low pressure fuel filter assemblies together with their appr filter elements are as anotated in the following paragraphs.

1. Fuel Filter Assembly. Tecalemit Type FD 2151/Mod. 6 (26FC/2943) I by Mod. Vampire 441.
Elements required for use in above assembly:-

Tecalemit Type F. G. 2322 (26FC/4105) - Pre Mod. Vam. 3092.
Tecalemit Type F. G. 2413 (26FC/5841) - Post Mod. Vam. 3092.
(The elements are physically interchangeable when used with Filte Assembly FD 2151/Mod. 6 only).

2. Fuel Filter Assembly Tecalemit Type FD 2159 (26FC/4586) Introduce Mod. Vam. 872.
Element required for use in above assembly:-

Tecalemit Type F. G. 2322 (26FC/4105).

NOTE: Tecalemit element F. G. 2413 cannot be used with the above filter assembly.

3. Fuel Filter Assembly Vokes Type D. 29012 (26FC/4219) Introduced by Vam. 692 as an alternative to 26FC/2943.
Element required for use in above assembly:-

Vokes Type B. 29565 (V. A. F. 2) - (26FC/4220).

Continued...

td.)

Filter Assembly Vokes Type E.147F/43482 (26FC/5880) Introduced by
Vam. 987 as a replacement of 26FC/4219.
nt required for use in above assembly:-

Type B.43482 (V.A.F.3) - (26FC/10180).

Vokes filter elements shown in paras.(3) and (4) are interchange-
e, the filter assembly being designated D.29012 or E.147F/43482
ording to the element assembled therein.

Filter Assembly Tecalemit Type F.D.2168 (26FC/6504) Introduced by
Vam. 955 for Vampire Mks. 1, 3, 5, 9, 20, 21 and 52A (with Goblin 2
e) and by Mod. Vam. 3064 for Vampire Mks. 10, 11, 22, 54 and 55.
nt required for use in above assembly:-

emit Type F.G.2415 - (26FC/8299).

s fuel filter assembly is of considerably larger size than those
viously fitted and is NOT interchangeable with earlier installations.

SHTNS V590

RM Parry F.O.
A/S.T.50

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TECHNICAL NEWS SHEET

SERIES V NO 591 DH AIRCRAFT DATE 15.9.55.

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

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

EMERGENCY UNDERCARRIAGE LOWERING. VAMPIRE AIRCRAFT. ALL MARKS.

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 (St. Giles High Street, W.C.2., in the form of Special Flying Instructior T.F.678.

Use of the hand pump to lower the undercarriage will result in dum of hydraulic fluid when the flap selector lever is in the up position if failure has occurred in the "UP" hydraulic pipeline to the flaps.

It is therefore recommended in every case of hydraulic failure, th before lowering the undercarriage by hand pump, the flap selector lever returned to neutral to avoid possible dumping of hydraulic fluid.

This Special Flying Instruction will be cancelled when pilots note are amended.

Livingstone Pilots Order No 27 issued.

Under review for Base Pilots Orde.....

DMR.

DE HAVILLAND SERVICE

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TECHNICAL NEWS SHEET

SERIES V No 592 DH AIRCRAFT DATE 21. 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

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

CANOPY HATCH JETTISON SELECTOR VALVE - VAMPIRE TRAINER AIRCRAFT.

S1/Vamp

Three cases have been reported of the canopy hatch jettison selec valve being inoperative through the valve being seized, caused by the hydraulic fluid becoming congealed in the valve through lack of operat

All three aircraft affected have been in service use for some considerable time and were pre-Mod. 3167.

All operators are recommended to check the selector valve for fre of movement at the earliest opportunity and subsequently during normal servicing operations.

The check may be carried out as follows:-

(a) As an added safety precaution ensure that the undercarriage locks are fitted.

(b) Release all hydraulic fluid pressure by operating the hydrau accumulator pressure relief valve and the manually operated return valve.

(c) Operate the canopy hatch jettison selector valve a number of and ensure freedom of movement.

The hydraulic fluid pressure will be restored when the engine is r started.

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M.J.H.

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TECHNICAL NEWS SHEET

SERIES V. NO 592 Issue 2. DATE 6.10.55.

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

THIS TECHNICAL NEWS SHEET CANCELS AND SUPERSEDES ISSUE 1 DATED 21.9.55.

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

Sl/Vamp/53/55

SEIZURE OF CANOPY HATCH JETTISON SELECTOR VALVE - VAMPIRE TRAINER AIRCRAFT, POST AND PRE MOD VAMPIRE

Cases have been reported of the seizure of the Canopy Hatch Jett Selector Valve Part No. AIR.41792 which is attributed to this valve not been operated over long periods. In one case a seized Selector prevente Pilot from jettisoning the Canopy Hatch in flight.

Investigation revealed further cases of this Selector being found a seized condition.

At the earliest opportunity and at subsequent servicings, proceed as follows:-

1. Release all hydraulic pressure from the system by means of th Hydraulic Pressure Relief Valve or by several operations of the flaps.

2. For Pre Vampire Mod.3151 Hatches only, disconnect the Jettiso Jack from the Jettison Operating Mechanism prior to functiona test.

3. Secure both types of Hatches in the "open" position.

4. Pull the Hatch Jettison Handle, taking care not to overstrain the mechanism in the case of a seized Selector Valve. Slowly operate the hand pump and observe that the Hatch Jettison Jack Ram moves over its full travel.

Continued.....

Return the Jettison Handle to its safe position. (In case of Pre.Mod.3251 the Selector Valve will have to be re-set manually. Care should be taken to ensure that the Bowden Cable has an unrestricted run between the Selector Valve and its Jettison Handle).

Return the Hydraulic Jettison Jack Ram manually to its safe position.

Operate the Hand Pump and check the Jack Ram for signs of creep.

With reference to Pre Mod. Vampire 3151 aircraft, re-connect the Jettison Jack to its Jettison Operating Mechanism. Close the Hatch and check for correct engagement of Internal Locking Handle.

In the case of Post Mod. Vampire 3151 close the Hatch and ensure that a .15" clearance exists between the Jettison Operating Lever and the roller of the Jettison Jack Ram.

Re-lock the Jettison Handle with 26 s.w.g. Wire Locking.

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Tech Vol 3 Sect. 2 ...

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TECHNICAL NEWS SHEET

SERIES V No 592 issue 4. DH AIRCRAFT DATE 9.11.55.

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 21.9.55. ISSUE 2 DATED 6.10.55. AND ISSUE 3 DATED 28.10.55.

VAMPIRE AIRFRAME GENERAL CIRCULATION
SUB HEADING 14 SERVICES AIRCRAFT

SEIZURE OF CANOPY HATCH JETTISON SELECTOR VALVE - VAMPIRE TRAINER AIRCRAFT, POST AND PRE MOD VAMPIRE 3251.

Cases have been reported of the seizure of the Canopy Hatch Jet Selector Valve Part No. AIR.41792 which is attributed to this valve not been operated over long periods. In one case a seized Selector prevent Pilot from jettisoning the Canopy Hatch in flight.

Investigation revealed further cases of this Selector being four a seized condition. Cases have also been reported on Post Vampire Mod Hatches only of the seizure of the Jettison Release Lever Pivot Bolt, Pa 15FC 3311, which is assembled at the top aft side of the Jettison Hydrau Jack. Seizure of this pin prevents the release of the hinge Jettison Le

At the earliest opportunity and at subsequent servicings, procee follows:-

1. Release all hydraulic pressure from the system by means of t Hydraulic Pressure Relief Valve or by several operations of flaps.

2. For Pre Vampire Mod. 3151 Hatches only, disconnect the Jetti Jack from the Jettison Operating Mechanism prior to functior test, and secure the Hatch in the "open" position.

3. With regard to Post Mod 3151 Hatches, lock the Hatch in the "closed" position.

4. Pull the Hatch Jettison Handle, taking care not to overstrai the mechanism in the case of a seized Selector Valve. Slowl operate the hand pump and observe that the Hatch Jettison Ja Ram moves over its full travel.

...........Contd.

5. On Post Mod 3151 Hatches check the free movement of the Jettison Release Lever about its Pivot Pin, Part No. 15FC2311, and ensure that the Pivot Pin Assembly is adequately lubricated (See Para 13)

6. Return the Jettison Handle to its safe position. (In case of Pre. Mod. 3251 the Selector Valve will have to be re-set manually. Care should be taken to ensure that the Bowden Cable has an unrestricted run between the Selector Valve and its Jettison Handle).

7. With the two Hinge Jettison Levers held hard down on to the rear canopy, re-set the Jettison Lever Release Mechanism ensuring correct engagement with the toe of the Hinge Jettison Lever Cam and the Lug of the Hinge Jettison Lever (Technical News Sheet V.570 Para 8(d) refers) and return both types of Hatch Hydraulic Jettison Jack Rams manually to their safe position.

8. On Post Mod 3151 Hatches, re-lock Hatch internally to its fully locked position, re-set the Damper Strut Head Jettison Mechansim to its safe position.

9. In the case of Post Mod Vampire 3151, with the Hatch still closed return the Jettison Operating Lever to its normal Position, and ensure that a clearance of .15" exists between the Jettison Operating Lever and the roller of the Jettison Hydraulic Jack Ram.

10. Operate the Hand Pump and check the Jack Ram for signs of creep.

11. With reference to Pre Mod Vampire 3151 aircraft, re-connect the Jettison Jack to its Jettison Operating Mechanism. Close the Hatch and check for correct engagement of Internal Locking Handle.

12. Re-lock the Jettison Handle with 26 s.w.g. Wire Locking.

13. With the Hatches in the "open" position ensure all moving parts are adequately lubricated with oil lubricating OM-150, D.T.D. 417A (Stores Ref 34B/87)

E: This information is covered by Servicing Instruction/Vampire/53 issued by R.D.A.(Defects), M.O.S. St. Giles Court, St. Giles High Street, London. W.C.2.

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TECHNICAL NEWS SHEET

SERIES V No 593 DATE 30.9.55.

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

VAMPIRE AIRFRAME. GENERAL CIRCULATION.
SUB HEADING 6. ENGINE INSTALLATION.

1550

ENGINE COWLING, UPPER INSPECTION DOORS - MAL-FITMENT OF COWLING FASTENER COVER PLATES - VAMPIRE ALL MARKS.

Vol 3 : 2 : 1

During the Flight Test of a Vampire Trainer aircraft, the Cover P for one of the Engine Cowling Upper Inspection Door Securing Catches, be detached causing severe damage to the Empenage. The incident has been attributed to the mal-fitment of the Cover Plate, inasmuch that it has b found possible to assemble the cover with its lower tongue engaged betwe the cowling skin laminations. The tongue, of course, should be engaged b the inboard face of the cowling skin.

NOTE: VMR-1-1000 Chap. 14, Fig. 3 and VMR-1-115, VMR-1-113 Sect. 4. C Fig.1. Detail C clearly illustrate the subject cover plate.

It is advised that extra care should be taken during the fitmen the fastener cover plates to safeguard against repetition of the above-m incident.

Modification Vampire 3492 has been initiated to modify the cove to obviate mal-fitment of same.

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DMR.

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TECHNICAL NEWS SHEET

SERIES V No 593 issue 2 DATE 27.10.55.

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

THIS TECHNICAL NEWS SHEET CANCELS AND SUPERSEDES ISSUE 1 DATED 30.9.5!

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUBYHEADING 6 ENGINE INSTALLATION.

ENGINE COWLING, UPPER INSPECTION DOORS - MAL-FITMENT OF COWLING FASTENER COVER PLATES - VAMPIRE ALL MARKS.

During the Flight Test of a Vampire Trainer aircraft, the Cov for one of the Engine Cowling Upper Inspection Door Securing Catches, detached causing severe damage to the Empenage. The incident has beer attributed to the mal-fitment of the Cover Plate, inasmuch that it has found possible to assemble the cover with its lower tongue engaged bet the cowling skin laminations. The tongue, of course, should be engage the inboard face of the cowling skin.

NOTE: VMR-1-100. Chap. 14, Fig. 3 and VMR-1-115, VMR-1-113 Sect. 4. Fig.1. Detail C clearly illustrate the subject cover plate.

It is advised that extra care should be taken during the fitm the fastener cover plates to safeguard against repetition of the above incident.

Modification Vampire 3492 has been initiated to modify the cc to obviate mal-fitment of same.

NOTE: This information is covered by Special Technical Notice/Vampi issued by R.D.A. (Defects) M.O.S. St. Giles Court, St. Giles London, W.C.2.

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TECHNICAL NEWS SHEET

SERIES V No 594 DH AIRCRAFT DATE 5.10.55.

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

VAMPIRE AIRFRAME. GENERAL CIRCULATION.
SUB HEADING 11. ELECTRICAL INSTALLATION.

Await AM action

PACITOR FUEL GAUGE SYSTEM - LOSS OF CAPACITANCE AND INGRESS OF WATER INTO CONNECTIONS AT TANK CONNECTORS.

VAMPIRE ALL MARKS.

Numerous cases have been reported in which the Socket 10H/3931 or Box Junction 6A/2216, situated in the Port and Starboard Tank Bays, and Rectifier Unit G.P.642/001, in the Cannon Bay, has gradually weakened t spring grip of Plug 10H/3930.

Ingress of water at the tank connectors is due to the water being into the connectors via the cable gland entry, the seal provided being effective.

At the next convenient opportunity these connections should be ch for tightness of fit.

If the sockets are found to be loose they are to be firmly wired position as follows:-

(a) Cut a length of 20 gauge tinned copper wire 2½" long.

(b) Wind the wire round the indented ring in the spring grip of 10H/3930 and twist the two free ends with pliers until a firm is made.

(c) Unscrew both gland entry nuts, using Boscoprene No.2100, and the gland and cable, and replace the nuts.

(d) Modification is being initiated to provide the improvements c new units and connectors.

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D.M.R.

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TECHNICAL NEWS SHEET

SERIES V. No 594. Issue 2. AIRCRAFT DATE 1st. March

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 5.10.55.

VAMPIRE AIRFRAME. GENERAL CIRCULATION.
SUB HEADING 11. ELECTRICAL INSTALLATION.

PACITOR FUEL GAUGE SYSTEM - LOSS OF CAPACITANCE AND INGRESS OF WATER INTO CONNECTIONS AT TANK CONNECTORS.

Cases have been reported of incorrect gauge reading due to the:-

(a) Weakening of the spring grip of Plugs (10H/3930) attached to sockets (10H/3931) on junction box (6A/2216) situated in the por and starboard Tank Bays, and the Rectifier Unit G.P.642/001 in t cannon bay leading to loosening or disconnection due to Aircraft vibration.

(b) Ingress of water through the tank connector at the cable gland entry.

Within three months of receipt of this Instruction and subsequently at periods not exceeding six months proceed as follows:-

(1) Using 20 gauge tinned copper wire $2\frac{1}{2}$ inches long, wind the wire round the indented ring in the spring grip of Plug (10H/3930) and twist the two free ends with pliers until a firm grip is made.

(2) Make a seal using Hermatite Ref.34B/524 with a tank material gask normal thickness 0.026 inch. After drying out all components the seal should be placed between the circular face of Part No.G.P.71 Cable end and the circular face of the Tank Unit Head A.P.1275 A. Vol.1 Section 3 Chap.17, Fig.16 shows the circular face of the cable end, Part No.G.P.712 at the lowest of the five Cable Assemblies. The insulation resistances of the Cable Assemblies an Tank Unit measured from each co-axial cable where it has been dis connected from the Rectifier Unit should be NOT LESS than 5 Meg. Ohms. using a 250 volt Megger.

(3) Unscrew both gland entry nuts, using Boscoprene No.2100, seal the gland and cable and replace the nuts.

Cont.....

;ion action is being initiated to provide improvements on new units
:ctors.

This information is covered by Servicing Instruction/Vampire/54 issued by R.D.A.(Defects). M.O.S., St.Giles Court, St.Giles High Street, London, W.C.2.

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TECHNICAL NEWS SHEET

SERIES V No 594 Issue 3 DATE 24.5.5

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 5.10.5 AND ISSUE 2 DATED 1.3.56.

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

PACITOR FUEL GAUGE SYSTEM - LOSS OF CAPACITANCE AND INGRESS OF WATER INTO CONNECTIONS AT TANK CONNECTORS.

Cases have been reported of incorrect gauge reading due to the:-

(a) Weakening of the spring grip of Plugs (10H/3930) attached t sockets (10H/3931) on junction box (6A/2216) situated in th port and starboard Tank Bays, and the Rectifier Unit G.P.64 001 in the cannon bay leading to loosening or disconnection due to Aircraft vibration.

(b) Ingress of water through the tank connector at the cable gland entry.

Within three months of receipt of this Instruction and subsequently a periods not exceeding six months proceed as follows:-

(1) Using 20 gauge tinned copper wire $2\frac{1}{2}$ inches long, wind the wire round the indented ring in the spring grip of Plug (10H 3930) and twist the two free ends with pliers until a firm grip is made.

(2) Make a seal using Hermatite Ref. 34B/524 with a tank material gasket normal thickness 0.026 inch. After drying out all com ponents the seal should be placed between the circular face of Part No. G.P.712. Cable end and the circular face of the Tank Unit Head A.P.1275 A. Vol.1 Section 3, Chap.17, Fig.16 shows the circular face of the cable end, Part No. G.P.712 at the lowest of the five Cable Assemblies. The insulation re- sistances of the Cable Assemblies and Tank Unit measured fro each co-axial cable where it has been disconnected from the Rectifier Unit should be NOT LESS than 5 Meg. Ohms. using a 250 volt Megger.

Continued.....

(3) Unscrew both gland entry nuts, using Boscoprene No. 2100, seal the gland and cable and replace the nuts.

ıcation action is being initiated to provide improvements on new units
›nnectors.

- This information is covered by Servicing Instruction/Vampire/54 and Special Technical Instruction/Vampire/154 issued by R. D. A. (Defects) Ministry of Supply, St. Giles Court, St. Giles High Street, London, W. C. 2.

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TECHNICAL NEWS SHEET

SERIES V No 595 DH AIRCRAFT DATE 14. 10. 55.

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

VAMPIRE AIRFRAME GENERAL CIRCULATION
SUB HEADING 14 SERVICES AIRCRAFT

SEIZURE OF CANOPY HATCH JETTISON SELECTOR VALVE. VAMPIRE MKS 10 AND 54 PRE MOD VAMPIRE 3150.

Cases have been reported of the seizure of the Canopy Hatch . Selector Valve, which is attributed to this Valve not having been oper long periods. In one case a seized Selector prevented the Pilot from ing the Canopy Hatch in flight.

Investigation revealed further cases of this Selector being f seized condition.

At the earliest convenient opportunity and at subsequent Serv proceed as follows:-

1. Release all hydraulic pressure from the system by means of Hydraulic Pressure Relief Valve or by several operations o flaps.

2. With the Hatch in the locked open position pull the Hatch . Handle, taking care not to overstrain the mechanism in the a seized Selector Valve.

3. Slowly operate the Hand Pump and observe that the Hatch Jet Jack Ram moves over its full travel.

4. Return the Jettison Handle to its safe position and ensure clearance of 1/32" minimum exists between the body of the J Handle and the shoulder of its Support Column.

5. Return the Hydraulic Jettison Jack Ram manually to its safe position.

6. Operate the Hand Pump and check the Jack Ram for signs of cr

7. Close the Hatch gently and ensure correct locking position o Internal Locking Handle.

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TECHNICAL NEWS SHEET

SERIES V No 596

DATE 17.10.

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.

REAR CONE ASSEMBLY - ADDITIONAL DRAIN HOLES - VAMPIRE ALL MARKS.

A case has been reported where a minor flash fire had occurred a the downward identification lightwiring, situated in the rear cone. A the incident arose through the wrongful application of protective oil inside of the rear cone, in order to eliminate the risk of a repetitic occurrence it has been decided to improve the drainage from the ident light area of the rear cone by the provision of extra holes.

At the earliest opportunity and not later than the next Servicing as follows:-

1. Drill the two new drainage holes, one $\frac{1}{4}$" dia. and one $\frac{3}{8}$" dia. open out the existing $\frac{1}{4}$" dia. hole to $\frac{3}{8}$" dia., at the positio on the Drawing RooL.38.

2. Where asbestos tape has been used to bind the identification l cables, these wrappings are to be removed.

Future production will embody the above requirements. Modification action is not being taken.

NOTE: This information is covered by Special Technical Instruction/Va 145 issued by R.D.A. (Defects)., M.O.S. St. Giles Court, St. Gi High Street, London. W.C.2. and cancels and supersedes Special Instruction/Vampire/62 and 62A issued on Technical News Sheets and V.346.

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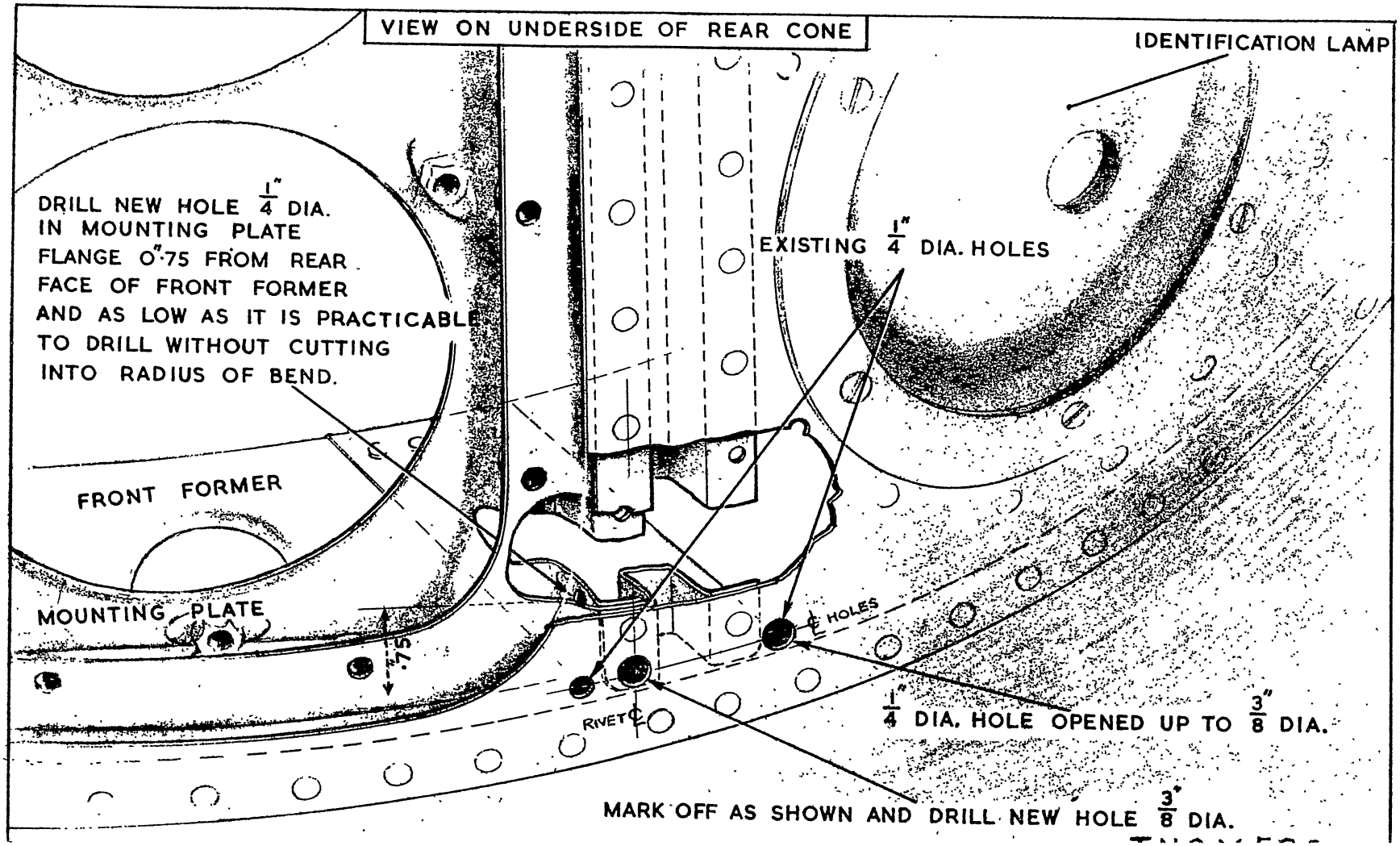
VIEW ON UNDERSIDE OF REAR CONE
IDENTIFICATION LAMP
DRILL NEW HOLE 1/4" DIA. IN MOUNTING PLATE FLANGE 0".75 FROM REAR FACE OF FRONT FORMER AND AS LOW AS IT IS PRACTICABLE TO DRILL WITHOUT CUTTING INTO RADIUS OF BEND.
EXISTING 1/4" DIA. HOLES
FRONT FORMER
MOUNTING PLATE
.75
RIVET
1/4" DIA. HOLE OPENED UP TO 3/8" DIA.
MARK OFF AS SHOWN AND DRILL NEW HOLE 3/8" DIA.

Vol 5

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TECHNICAL NEWS SHEET

SERIES V NO. 596 ~~Issue 2.~~ AIRCRAFT DATE 9.11.55.

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 17.10

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 6. ENGINE INSTALLATION.

REAR CONE ASSEMBLY - ADDITIONAL DRAIN HOLES - VAMPIRE ALL MARKS.

A case has been reported where a minor flash fire had occurred a downward identification light wiring, situated in the rear cone. Althc incident arose through the wrongful application of protective oil to of the rear cone, in order to eliminate the risk of a repetition of t ence it has been decided to improve the drainage from the identificat area of the rear cone by the provision of extra holes.

At the earliest opportunity and not later than the next Servicin as follows:-

1. Drill the two new drainage holes, one $\frac{1}{4}$" dia. and one $\frac{3}{8}$" dia. out the existing $\frac{1}{4}$" dia. hole to $\frac{3}{8}$" dia., at the position shc Drawing R.OOL.38.

   N.B. On aircraft with the double indentification lights blank the mounting plate, L.00951A may not be fitted. If this the new $\frac{1}{4}$" diameter hole to be drilled through the mount flange (as called for by note in left hand corner of Dra R.OOL38) will not be applicable.

2. Where asbestos tape has been used to bind the identification cables, these wrappings are to be removed.

Future production will embody the above requirements.
Modification action is not being taken.

NOTE: This information is covered by Special Technical Instruction/Va 145 issued by R.D.A. (Defects)., M.O.S. St. Giles Court, St. Gi High Street, London. W.C.2. and cancels and supersedes Special Instruction/Vampire/62 and 62A issued on Technical News Sheets and V.346.

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Issue as T/O already actioned. [signature] 19/12/58 T/O

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TECHNICAL NEWS SHEET

SERIES V NO. 597 AIRCRAFT 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

RRAF Technical Order
Vol 3 Sect J Sub Sect CJ – (Issue 1)

~~VAMPIRE AIRFRAME GENERAL CIRCULATION~~
~~SUB HEADING 14 SERVICES AIRCRAFT~~

DAMAGE TO HYDRAULIC PIPE DURING FUSELAGE TANK REMOVAL
– VAMPIRE AIRCRAFT, ALL MARKS.

During the removal of the Fuselage Fuel Tank damage is som[e] inflicted to the Hydraulic Engine Pump Pressure Supply Pipe, routed Bulkhead 4 to the Automatic Cut-Out Valve. The portion of pipe most to damage is where the pipe passes around the port Centre Hinge Mour[t] the Gun Bay Door.

Whenever it is necessary to remove the Fuselage Fuel Tank ~~i[t] strongly advised that~~ the above-mentioned pipe is to be removed beforehand

Removal of the pipe would not cause the Hydraulic System to drained, but all hydraulic pressure is to be released in accordance normal procedure.

Usual procedure regarding pipe and connection blanks should carried out, and leak and normal hydraulic functional checks ~~would be~~ are on the re-installation of the Fuel Tank and disturbed Hydraulic Pipe.

Action is being taken to include this information in the rel[evant] Publications.

Source: DHTNS V597

BHQ Sq for E.O.

NOTE: This information is covered by Special Technical Notice/Vamp issued by R.D.A. (Defects) M.O.S. St. Giles Court, St. Giles Street, London, W.C.2.

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TECHNICAL NEWS SHEET

SERIES V. No 598 AIRCRAFT DATE 21

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

Vol 3:2:1

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

TOP RUDDER/FIN ATTACHMENT - INSECURITY.

We are circulating for your information and necessary actio which has been issued by R.D.A. (Defects) M.O.S. St. Giles Court, Street, London W.C.2., in the form of Preliminary Warning/Vampire,

Vampire T.11 and T.22 Aircraft.

Pending further instructions spinning of these aircraft to b Before next flight check top rudder attachment to fin for superfic to hinge and shroud, and for insecure attachment of rudder. Where aircraft considered unserviceable.

NOTE: The above is also applicable to Vampire T.55 aircraft and i appreciated if operators would advise the De Havilland Airc of any cases of the above damage discovered, giving as much as possible together with photographs or diagrams.

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TECHNICAL NEWS SHEET

SERIES V NO 599 DATE 1.12.55.

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 16. UNDERCARRIAGE.

ADJUSTMENT OF NOSE WHEEL DOORS.

Instances have recently been reported of failure of the Nose W Mechanism, attributed to over-tensioning.

It is recommended that the following sequence of operations be to ensure that the nose wheel door is correctly tensioned:-

(a) Disconnect the Nose Leg Hinged Fairing Attachment Struts Compression Leg Support Casting and also remove the Nose Lower Radius Rod Attachment Pin.

(b) Slowly retract the Nose Wheel Undercarriage.

(c) Swing the Nose Wheel Door into the closed position and hc by hand pressure, adjust the Lower Radius Rod Adjustable until the Pin can be fitted by hand.

(d) Lower the Nose Wheel and remove the Pin and screw the Eye $1\frac{1}{2}$ turns to tension the door in the retracted position.

(e) Re-fit Pin and Split Pin.

(f) Carry out Nose Wheel retraction test.

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TECHNICAL NEWS SHEET

SERIES V NO 599 ~~Issue~~ 2. AIRCRAFT DATE 6.3.5

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

RRAF Technical Order
Vol. 3 Sect 2 Sub Sect A 41 (Issue 1)

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

~~VAMPIRE AIRFRAME. GENERAL CIRCULATION.~~
~~SUB HEADING 16. UNDERCARRIAGE.~~ Issue

VAMPIRE AIRCRAFT
ADJUSTMENT OF NOSE WHEEL DOORS.

Instances have recently been reported of failure of the Nose Mechanism, attributed to over-tensioning.

It is recommended that the following sequence of operations 1 to ensure that the nose wheel door is correctly tensioned:-

(a) Disconnect the Nose Leg Hinged Fairing Attachment Strut Compression Leg Support Casting and also remove the Nos Lower Radius Rod Attachment Pin.

(b) Slowly retract the Nose Wheel Undercarriage.

(c) Swing the Nose Wheel Door into the closed position and by hand pressure, adjust the Lower Radius Rod Adjustabl until the Pin can be fitted by hand.

(d) Lower the Nose Wheel and remove the Pin and screw the E $1\frac{1}{2}$ turns to tension the door in the retracted position.

(e) Re-fit Pin and Split Pin.

(f) Carry out Nose Wheel retraction test.

(ie. On all RRAF T.11 aircraft) Ayr...

NOTE: Where Modification Vampire 3236 is embodied, "Positive mecha nose wheel door operation", a clearance of 0.010" to 0.015" maintained between the slotted end of the operating rod and on the nose wheel barrel, with the nose undercarriage in the down position.

The relevant Maintenance Manuals will be amended to include instructions.

Source: De Hav. T.N.S.No. V.599 (Issue 2)
Dated. 6-3-1956.................

(BH Gibbs Specialist S.7)

Distribution: See Over:-

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TECHNICAL NEWS SHEET

SERIES V No 599 Issue 3. DH AIRCRAFT DATE 25.4.56.

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

THIS TECHNICAL NEWS SHEET CANCELS AND SUPERSEDES ISSUE 1 DATED 1.12. AND ISSUE 2 DATED 6.3.56.

Issued on

VAMPIRE AIRFRAME. GENERAL CIRCULATION.
SUB HEADING 16. UNDERCARRIAGE.

ADJUSTMENT OF NOSE WHEEL DOORS.

Instances have recently been reported of failure of the Nose Wh Mechanism, attributed to over-tensioning.

It is recommended that the following sequence of operations be to ensure that the nose wheel door is correctly tensioned:-

(a) Disconnect the Nose Leg Hinged Fairing Attachment Struts Compression Leg Support Casting and also remove the Nose Lower Radius Rod Attachment Pin.

(b) Slowly retract the Nose Wheel Undercarriage.

(c) Swing the Nose Wheel Door into the closed position and ho by hand pressure, adjust the Lower Radius Rod Adjustable until the Pin can be fitted by hand.

(d) Lower the Nose Wheel and remove the Pin and screw the Eye- $1\frac{1}{2}$ turns to tension the door in the retracted position.

(e) Re-fit Pin and Split Pin.

(f) Carry out Nose Wheel retraction test.

NOTE: Where Modification Vampire 3236 is embodied, "Positive mechani nose wheel door operation", a clearance of 0.010" to 0.015" sh maintained between the slotted end of the operating rod and th on the nose wheel barrel, with the nose undercarriage in the f down position.

The relevant Maintenance Manuals will be amended to include th instructions.

NOTE: This information is covered by Special Technical Notice/Vampire issued by R.D.A.(Defects) Ministry of Supply, St.Giles Court, S High Street, London, W.C.2.

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

TECHNICAL NEWS SHEET

CHF

SERIES V No. 599 Issue 4 DATE 9. 10.

AIRCRAFT

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

This News Sheet cancels and supersedes Issue 3 dated 25.4.1956.

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 16. UNDERCARRIAGE.

ADJUSTMENT OF NOSE WHEEL DOORS.

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

Special Technical Notice/Vampire/56, published on I
of this news sheet, has been cancelled and superseded by Special
Notice/Vampire/68A on Technical News Sheet V. 665, issue 3.

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The last News Sheet applicable to the Marks 1, 3, 5, 6, 9, 10, 20, 21, 50,
and 54 was V. 597.
The last News Sheet applicable to the Marks 11, 22, 55 and 55A was V.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 600 DATE 1.

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.

ISSUED

MAIN UNDERCARRIAGE TORQUE LINK ASSEMBLY- LUBRICATION.

Cases have been reported where the main undercarriage torque hinge pin shows signs of seizure and "picking up" at the bearing fac lower torque link, and rapid wear of the top and bottom hinge pin bu the pins are of a close tolerance fit the cause is attributed to lac cation, due to Operators not ensuring complete penetration of grease

It is recommended that at the relevant Servicings Grease, XG.27 Specification D.T.D.825 (Ref. 34B/222 or 242) should be forced into nipples until it is seen to escape from each side of the lower link ends of the hinge pins, thus ensuring that lubrication reaches the c bearing faces of the hinge pins.

If the grease fails to appear, or only shows at one side, the h should be removed and checked for signs of seizure or "picking up".

On replacement re-charge with grease as above.

The same attention should be applied to the lubrication of the bottom hinge pins.

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TECHNICAL NEWS SHEET

SERIES V No 600 Issue 2 DATE 22.

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

THIS TECHNICAL NEWS SHEET CANCELS AND SUPERSEDES ISSUE 1 DATED 1.1:

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

Issued on A

MAIN UNDERCARRIAGE TORQUE LINK ASSEMBLY-LUBRICATION.

Cases have been reported where the main undercarriage torque link c hinge pin shows signs of seizure and "picking up" at the bearing fa the lower torque link, and rapid wear of the top and bottom hinge p bushes. As the pins are of a close tolerance fit the cause is attri to lack of lubrication, due to Operators not ensuring complete pene tion of grease.

It is recommended that every 28 days, Grease, XG.275, Specification D.825 (Ref. 34B/222 or 242) should be forced into the nipples until is seen to escape from each side of the lower link or extreme ends both top and bottom, hinge pins, thus ensuring that lubrication reac the complete bearing faces of the hinge pins.

If the grease fails to appear, or only shows at one side, the hinge should be removed and checked for signs of seizure or "picking up".

On replacement re-charge with grease as above.

NOTE: To determine the amount of wear of the torque link hinge bush the wheel is to be castored, in both directions, and the over amount of movement measured from a perpendicular line drawn through the outboard end of the wheel axle stub. This movemer should not exceed 0.15 inches overall dimension.

This information is covered by Servicing Instruction/Vampire/55 issu by R.D.A. (Defects), Ministry of Supply, St.Giles Court, St.Giles Hi Street, London, W.C.2.

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TECHNICAL NEWS SHEET

SERIES V No 600 Issue 2 DATE 22.

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

THIS TECHNICAL NEWS SHEET CANCELS AND SUPERSEDES ISSUE 1 DATED 1.1.

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

MAIN UNDERCARRIAGE TORQUE LINK ASSEMBLY-LUBRICATION.

Cases have been reported where the main undercarriage torque link c hinge pin shows signs of seizure and "picking up" at the bearing fa the lower torque link, and rapid wear of the top and bottom hinge p bushes. As the pins are of a close tolerance fit the cause is attri to lack of lubrication, due to Operators not ensuring complete pene tion of grease.

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If the grease fails to appear, or only shows at one side, the hinge should be removed and checked for signs of seizure or "picking up".

On replacement re-charge with grease as above.

NOTE: To determine the amount of wear of the torque link hinge bush the wheel is to be castored, in both directions, and the over amount of movement measured from a perpendicular line drawn through the outboard end of the wheel axle stub. This movemer should not exceed 0.15 inches overall dimension.

This information is covered by Servicing Instruction/Vampire/55 issu by R.D.A. (Defects), Ministry of Supply, St.Giles Court, St.Giles Hi Street, London, W.C.2.

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TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

Issued Ca

TECHNICAL NEWS SHEET

SERIES V No 600 Issue 3 DATE 12.9.

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

THIS TECHNICAL NEWS SHEET CANCELS AND SUPERSEDES ISSUE 1 DATED 1.12. ISSUE 2 DATED 22.3.56.

VAMPIRE AIRFRAME, GENERAL CIRCULATION.

SUB HEADING 16, UNDERCARRIAGE.

MAIN UNDERCARRIAGE TORQUE LINK ASSEMBLY-LUBRICATION.

Cases have been reported where the main undercarriage torque link ce hinge pin shows signs of seizure and "picking up" at the bearing fac the lower torque link, and rapid wear of the top and bottom hinge pi bushes. As the pins are of a close tolerance fit the cause is attrib to lack of lubrication, due to Operators not ensuring complete penet tion of grease.

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If the grease fails to appear, or only shows at one side, the hinge should be removed and checked for signs of seizure or "picking up".

On replacement re-charge with grease as above.

NOTE: To determine the amount of wear of the torque link hinge bushe the wheel is to be castored, in both directions, and the overa amount of movement measured from a perpendicular line drawn through the outboard end of the wheel axle stub. This movement should not exceed 0.3. inches overall dimension.

This information is covered by Servicing Instruction/Vampire/55 issue by R.D.A. (Defects), Ministry of Supply, St.Giles Court, St.Giles Hig Street, London, W.C.2.

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TECHNICAL NEWS SHEET

SERIES V No 601 AIRCRAFT DATE 7.12.55.

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 7. FUSELAGE ASSEMBLY.

FUSELAGE RE-POSITIONING OF INSTRUCTION PLATE IN MAIN FUEL TANK BAY.

VAMPIRE MARKS N.F.10, T.11, T.55, SEA VAMPIRE MARK T.22.

Whenever it is necessary to remove a main fuel tank the flying c intermediate pulley bracket, situated on the inboard lower half of the lage starboard wall, has to be released and slid aft. This is to obtain clearance to allow the fuel tank to be withdrawn from the fuselage.

In some cases a warning label adjacent to the pulley bracket is by electrical cables. The object of this Technical News Sheet is to ena operator to re-position the label where it can be more easily observed.

When next removing the main fuel tank, before the actual withdra the tank from the fuselage remove the flying control pulley bracket ref to above. If the Instruction Plate, "Note, remove this pulley bracket b removal of Tank," is not clearly visible to the operator, then it is r that it be re-positioned as per the Drawing R.12.FS.178.

Future aircraft produced will have the label positioned as per t Drawing R.12.FS.178. Action is in hand to include appropriate instructi regarding the removal of the pulley bracket in the relevant manuals.

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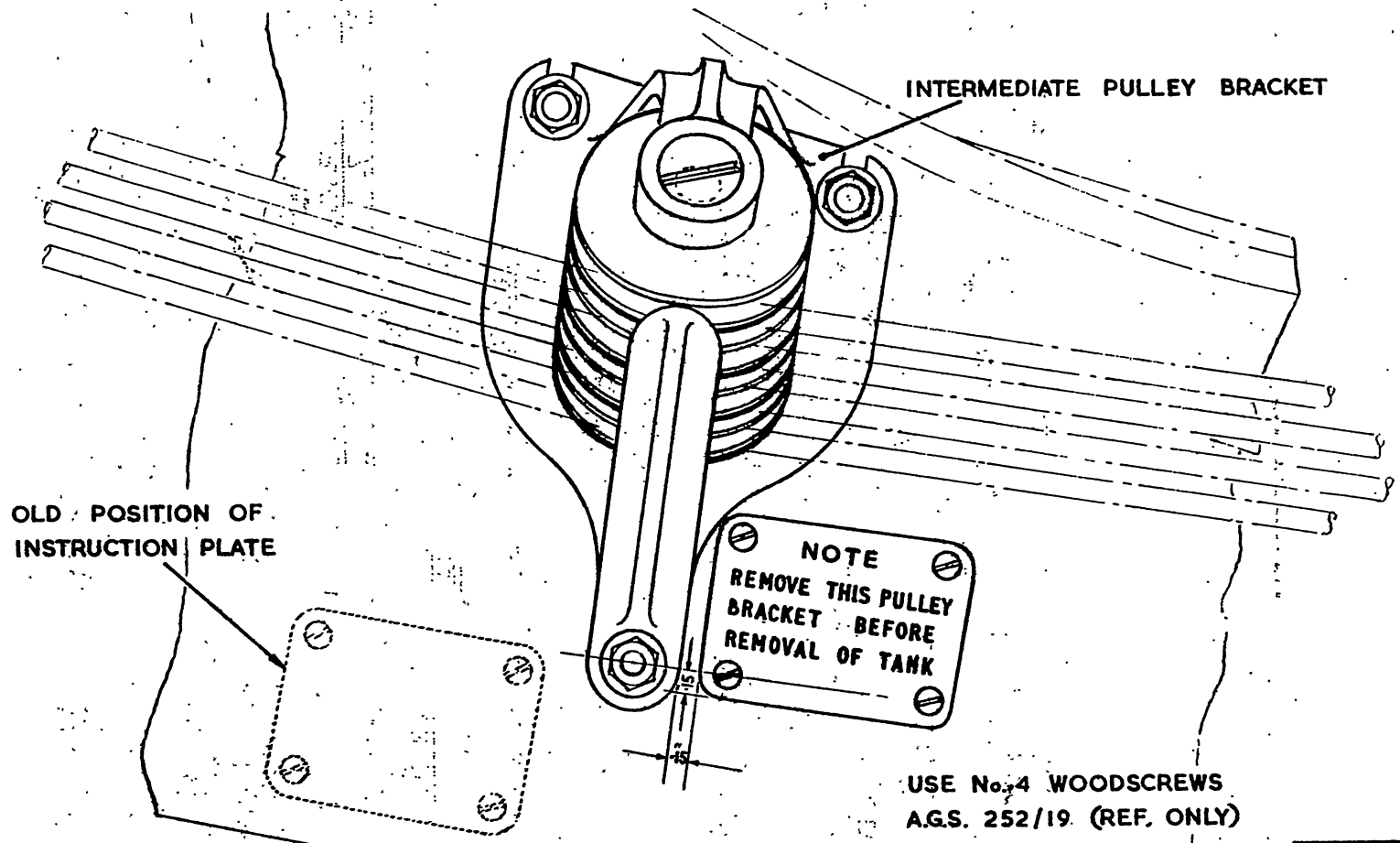

VIEW ON INBOARD SIDE OF FUSELAGE STARBOARD WALL (MAIN FUEL TANK BAY)

V601. VE428.

THE DE HAVILLAND AIRCRAFT CO., LTD., HATFIELD, HERTS.	A/C TYPE: VAM. MKS. 10, 11, 22. VEN MKS. 2 & 3	REPOSITIONING OF INSTRUCTION PLATE IN MAIN FUEL TANK BAY.	DR. BY: R.H.	APP. BY:	R. 12 FS 178 ISSUE:—

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 601 Issue 2. DATE 21.2.55.

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 7.12.55.

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

Issued on AM

FUSELAGE RE-POSITIONING OF INSTRUCTION PLATE IN MAIN FUEL TANK BAY.

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Future aircraft produced will have the label positioned as per Drawing R.12.FS.178. Action is in hand to include appropriate instruct regarding the removal of the pulley bracket in the relevant manuals.

NOTE: This information is covered by Special Technical Notice/Vampire, issued by R.D.A. (Defects) Ministry of Supply, St. Giles Court, Giles High Street, London. W.C.2.

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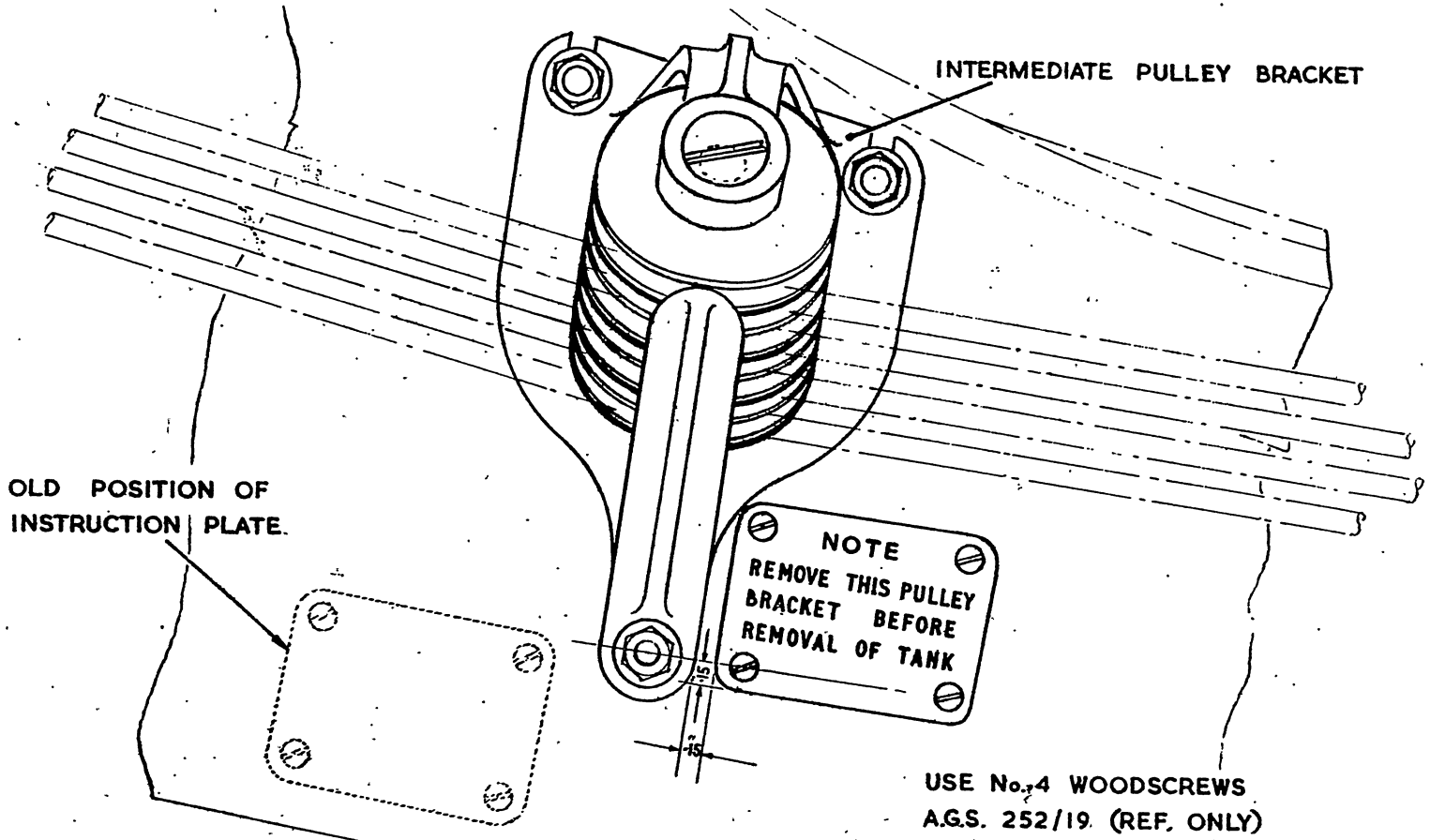

VIEW ON INBOARD SIDE OF FUSELAGE STARBOARD WALL (MAIN FUEL TANK BAY)

V601. VE428.

THE DE HAVILLAND AIRCRAFT. CO., LTD., HATFIELD, HERTS.	M/c TYPE: VAM. MKS. 10, 11, 22. VEN. MKS. 2 & 3 SEA VEN. MKS. 20, 21, 53.	REPOSITIONING OF INSTRUCTION PLATE IN MAIN FUEL TANK BAY.	DR. BY: R.H.	APP. BY:	R. 12 FS 178 ISSUE:-

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HATFIELD HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES V NO 602 DATE 6.12.55

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 16. UNDERCARRIAGE.

MAIN UNDERCARRIAGE LEG HINGE ATTACHMENT BOLTS.

Cases have been reported of the main undercarriage attachment l being found loose. In two instances the rear attachment bolts had compl fractured; this was the result of the bolts having partially cracked du fatigue which is attributed to the movement of the end fittings caused loose bolts. This looseness may have been brought about by the 'beddin of the Packing Pieces, Part No. G.001017, allowing slight movement of t fittings under landing conditions, thus causing fatigue cracks in the l

It is suggested that at each appropriate Servicing the above sp bolts should be check tightened. Where loose bolts are encountered they be removed and inspected for signs of fatigue cracks. At the same time, fully check that the Packing Pieces, Part No. G.001017, are assembled c under each bolt head, that is, with the full radiused side to the centr the hinge pick up bracket, and the bolt fitting snugly into the counter provided.

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TECHNICAL NEWS SHEET

SERIES V No 603 DH AIRCRAFT DATE 9.12.55.

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

Actioned On A/

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

VAMPIRE TRAINER AIRCRAFT - RUDDER TOP HINGE BRACKET ATTACHMENT TO FIN SPAR.

Further to Technical News Sheet V.598, investigations have revealed possibility of cracking of the weld joints on the steel nut plates on Fin number 5 forward of the fin rear spar, which lead to cracking of the fin web in way of the rudder top hinge bracket attachment. This is attributed flying at speeds in excess of the recommended Mach number limitations.

The following recommended inspection calls for a check to be made area affected.

At the first convenient opportunity proceed as follows:-

1. Remove the Port and Starboard rudders and the tail plane extensions Remove also the pitot heater lead terminal block from the top of P Fin Rib 6, and the outboard inspection panels (on Port and Starboa exposed by the removed tail plane extensions.

2. Re-insert the horizontal rudder top attachment bolt to the top rud to fin attachment bracket, Part No. J.00825. (Ref. only) With the a a screw-driver or suitable lever, lightly load the top hinge brack at the same time visually check the 4 welded steel nut plates, sit in the angles formed by the forward face of the fin spar and the t bottom surfaces of Fin Rib No.5.

NOTE:- The nut plates should be inspected for cracks at the welds which only become apparent during the loading of the hinge bracket as above and can be viewed as follows:-

(a) TOP NUT PLATES. These can be clearly seen looking down on t through the tooling holes in the Starboard Fin Rib 6, and o Port Fin through the pitot head heater terminal lead box (r in Operation 1) aperture.

Continued....

BOTTOM NUT PLATES. These can be seen, with a mirror and torch, through the fin outboard lower inspection panels removed in Operation 1.

pect the fin spar rear face for cracks at the rudder top hinge cket attachment.

re cracks are detected in Operation 2, Repair Scheme R.15.TF.101 to be applied. Where cracks are found in the fin spar (Operation 3) eplacement boom will be required.

lace all removed items in accordance with the authorised procedure.

ck rudder cable tensions.

would be appreciated if operators will notify the Service Department, d Aircraft Co., Ltd., Hatfield, Herts, should cases of the fault be , quoting the hours flown.

lification action is under consideration. Satisfaction of this inspection e the restriction on Spinning imposed by P.W./Vampire/11. (T.N.S. V.598).

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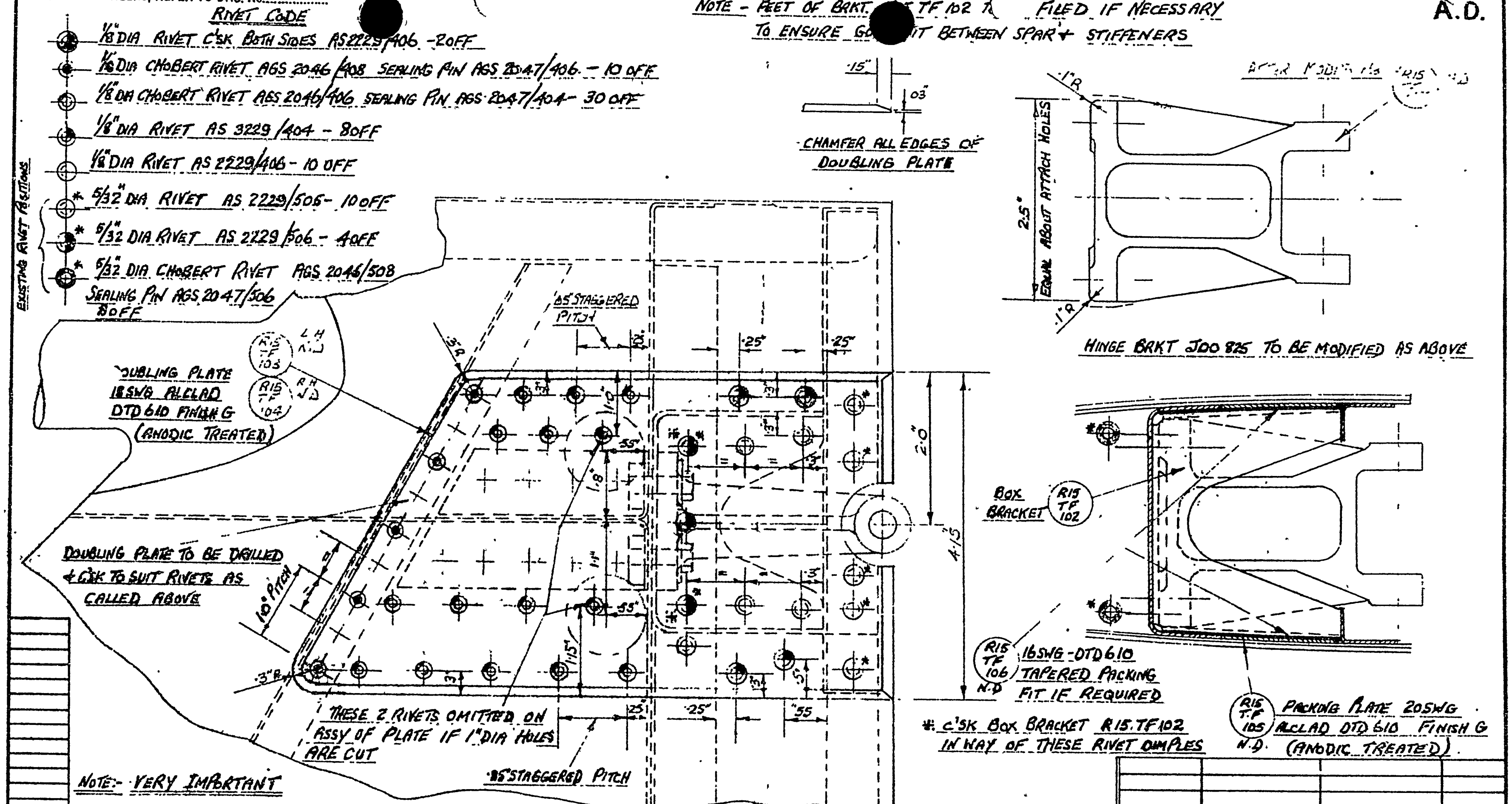
METHODS ENGINEERS, REFER TO DRG. No..............

ANY ERRORS ON DRAWING MUST BE REPORTED TO THE DRAWING OFFICE

A.D.



NOTE:- VERY IMPORTANT

BEFORE FITTING THE ABOVE REPAIR THE FOLLOWING PROCEDURE MUST BE RIGIDLY FOLLOWED

1. - SLACKEN (BUT DO NOT REMOVE) 4 BOLTS SECURING TOP HINGE BRKT.
2 - DRILL 1" DIA HOLES IN SKIN IN AN ADJACENT POSITION AS SHOWN ABOVE IF ANY OF THE NUTS ARE LOOSE.
3 - THROUGH THE ACCESS HOLD THE NUT OR NUTS WHILE REMOVING HINGE BRACKET & REPLACE BOLTS BEFORE RELINQUISHING HOLD ON NUT OR NUTS
4 - REMOVE 14SWG PACKING PLATE FROM SPAR AGAIN FOLLOWING INSTRUCTIONS GIVEN IN PARA 3
5 - MARK OFF-DRILL & FIT BOX BRKT R15 TF 102 AGAIN FOLLOWING INSTRUCTIONS GIVEN IN PARA 3 WHEN REMOVING OR REPLACING BOLTS WITH LOOSE NUTS
6 - TIGHTEN BOLTS & LOCK BY CENTRE POP OR BURRING IF 1" DIA HOLES ARE CUT & WIRE LOCK BOLT HEADS AS ORIGINALLY
7 - FIT DOUBLING PLATES & RIVET UP

V603.

WHEN MODIFYING N.D. PARTS REFER TO N.D. LIST, AS THE PARTS MAY BE USED ON OTHER ASSEMBLIES.

AMENDMTS EMBODIED

ASSEMBLY No	SCHEDULE No	No OFF

THE DE HAVILLAND AIRCRAFT Co LTD HATFIELD, HERTS.

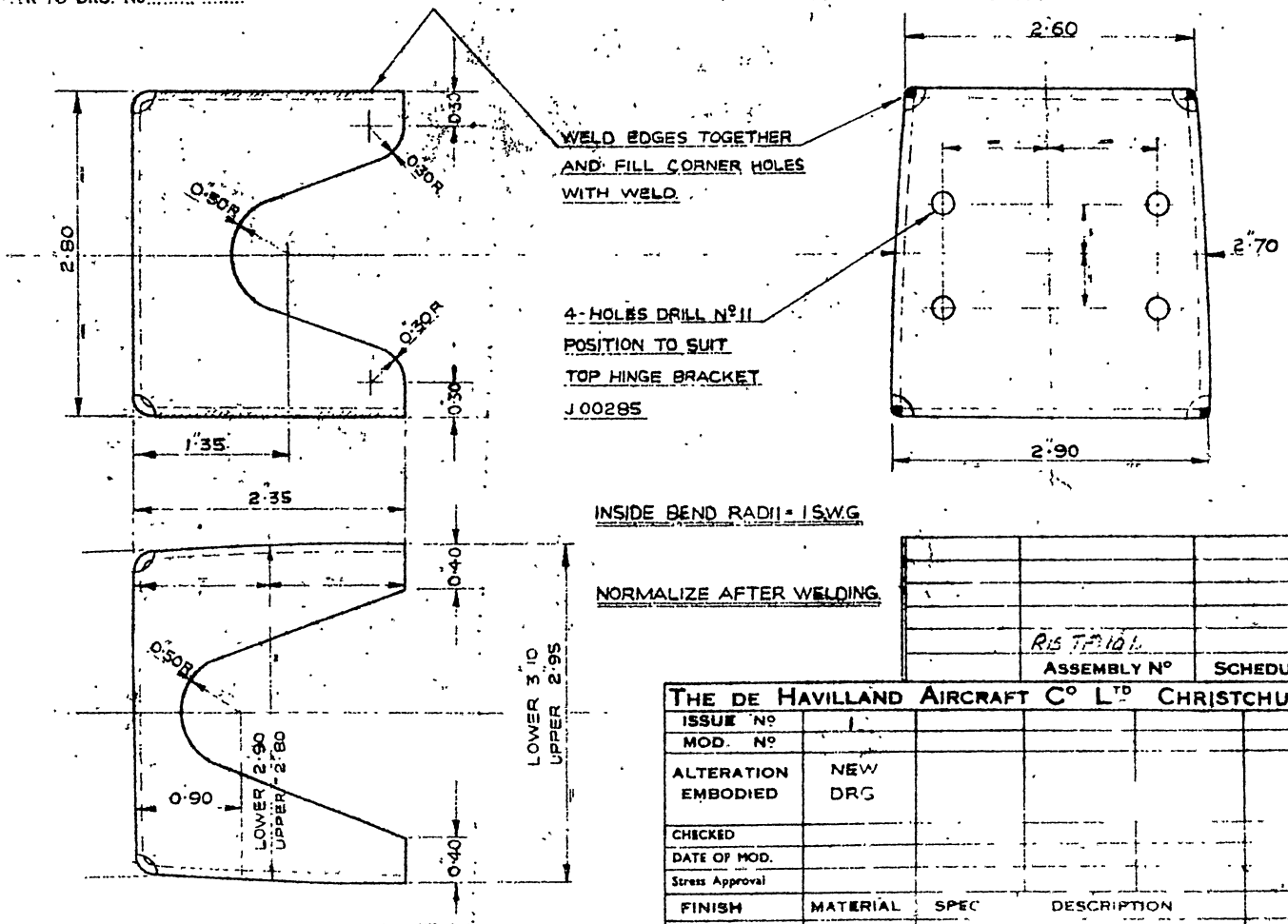
ISSUE No	1
MOD. No	
ALTERATION EMBODIED	
CHECKED	
DATE OF MOD.	
Stress Approval	

FINISH	MATERIAL	SPEC.	DESCRIPTION	PART No.
FINAL-NORMAL PAINT SCHEME	—	—	REPAIR TO TOP FIN	R15.TF.101.

DRAWN	APPROVED	DATE	TRACED BY
TURNER	[illegible]	28·11·55	

METHODS ENGINEERS. REFER TO DRG. No..... .....

ANY ERRORS ON DRAWING MUST BE REPORTED TO THE DRAWING OFFICE



INSIDE BEND RADII = 1 S.W.G.

NORMALIZE AFTER WELDING.

R15 TF 101			
ASSEMBLY N°	SCHEDULE N°	N° OFF	

THE DE HAVILLAND AIRCRAFT C° LTD CHRISTCHURCH, HANTS

ISSUE N°	1				
MOD. N°					
ALTERATION EMBODIED	NEW DRG				
CHECKED					
DATE OF MOD.					
Stress Approval					
FINISH	MATERIAL	SPEC	DESCRIPTION		PART No.
'H' + 'U'	14 SWG MS PLATE	S 3	BOX BRACKET		R15 TF 102
DRAWN T. Brook	APPROVED	DATE.			TRACED BY

NOTE - THIS BRKT IS IDENTICAL TO 12.TF.35

AMENDMTS EMBODIED

V 603.

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 603 Issue 2 DATE 17.1.56.

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 9.12.55. BUT DRAWINGS R.15.TF.101 AND R.15.TF.102 ARE TO BE RETAINED.

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

AM 811 superseded

VAMPIRE TRAINER AIRCRAFT - RUDDER TOP HINGE BRACKET ATTACHMENT TO FIN SPAR.

Further to Technical News Sheet V.598, investigations have reveale possibility of cracking of the weld joints on the steel nut plates on F Number 5 forward of the fin rear spar, which lead to cracking of the fi web in way of the rudder top hinge bracket attachment. This is attribut flying at speeds in excess of the recommended Mach number limitations.

The following recommended inspection calls for a check to be made area affected. The method of inspecting the bottom nut plates has been owing to the original method in Issue 1 of this Technical News Sheet pr difficult.

At the first convenient opportunity proceed as follows:-

1. Remove the Port and Starboard rudders.
   Remove also the pitot heater lead terminal block from the top Fin Rib 6.

2. Re-insert the horizontal rudder top attachment bolt to the top to fin attachment bracket, Part No. J.00825. (Ref. Only) With of a screw-driver or suitable lever, lightly load the top hing and at the same time visually check the 4 welded steel nut pla situated in the angles formed by the forward face of the fin s the top and bottom surfaces of Fin Rib No.5.

NOTE:- The nut plates should be inspected for cracks at the welds whi only become apparent during the loading of the hinge bracket a above and can be viewed as follows:-

(a) TOP NUT PLATES. These can be clearly seen looking down on through the tooling holes in the Starboard Fin Rib 6, and Port Fin through the pitot head heater terminal lead box in Operation 1) aperture.

Continued...

(b) BOTTOM NUT PLATES. Refer to Drawing R.15.TF.101, locate the 2 rivets forward and below the bottom nut plate (as would be drilled if the repair was being carried out). Drill two $\frac{1}{8}$" dia holes at these positions on both sides of the fin. The nut plates can then be seen by using a "P" lamp at one hole and applying the eye closely to the other hole. If no cracks are found fill the newly drilled holes with Chobert Aluminium Alloy L.69 Countersunk $\frac{1}{8}$"D x $\frac{1}{8}$" rivets Part No. AGS.2046/404 (RAF Ref. 28Q/6876). Plug Chobert rivets with filler and apply protective finish.

Inspect the fin spar rear face for cracks at the rudder top hinge bracket attachment.

Where cracks are detected in Operation 2, Repair Scheme R.15.TF.101 is to be applied. Where cracks are found in the fin spar (Operation 3) a replacement boom will be required.

Replace all removed items in accordance with the authorised procedure.

Check rudder cable tensions.

It would be appreciated if operators will notify the Service Department, avilland Aircraft Co., Ltd., Hatfield, Herts, should cases of the fault be overed, quoting the hours flown.

Modification Vampire 3508 has been initiated to obviate defect. sfaction of this inspection will remove the restriction on Spinning imd by P.W./Vampire/11. (T.N.S. V.598).

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
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TECHNICAL NEWS SHEET

SERIES V No 603 Issue 3 DATE 24.1.56.

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 9.12.5[illegible] 2 DATED 17.1.56. BUT DRAWINGS. R.15.TF.101 AND R.15.TF.102 ARE TO BE [illegible]

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

VAMPIRE TRAINER AIRCRAFT - RUDDER TOP HINGE BRACKET ATTACHMENT TO FIN SPAR.

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The following recommended inspection calls for a check to be mad the area affected. The method of inspecting the bottom nut plates has amended owing to the original method in Issue 1 of this Technical News proving difficult.

At the first convenient opportunity proceed as follows:-

1. Remove the Port and Starboard rudders.
   Remove also the pitot heater lead terminal block from the to Port Fin Rib 6.

2. Re-insert the horizontal rudder top attachment bolt to the t rudder to fin attachment bracket, Part No. J.00825. (Ref. Or With the aid of a screw-driver or suitable lever, lightly lo top hinge bracket and at the same time visually check the 4 steel nut plates, situated in the angles formed by the forwar of the fin spar and the top and bottom surfaces of Fin Rib N

NOTE: The nut plates should be inspected for cracks at the welds w only become apparent during the loading of the hinge bracket as above and can be viewed as follows:-

(a) TOP NUT PLATES. These can be clearly seen looking down on t through the tooling holes in the Starboard Fin Rib 6, and or Port Fin through the pitot head heater terminal lead box (re in Operation 1) aperture.

.....Cor

(b) BOTTOM NUT PLATES. Refer to Drawing R.15.TF.101, locate the 2 rivets forward and below the bottom nut plate (as would be drilled if the repair was being carried out). Drill two $\frac{1}{8}$" dia holes at these positions on both sides of the fin. The nut plates can then be seen by using a "P" lamp at one hole and applying the eye closely to the other hole. If no cracks are found fill the newly drilled holes with Chobert Aluminium Alloy L.69 Countersunk $\frac{1}{8}$"D x $\frac{1}{2}$" rivets Part No. AGS.2046/404 (RAF Ref. 28Q/6876). Plug Chobert rivets with filler and apply protective finish.

Inspect the fin spar rear face for cracks at the rudder top hinge bracket attachment.

Where cracks are detected in Operation 2, Repair Scheme R.15.TF.101 is to be applied. Where cracks are found in the fin spar (Operation 3) a replacement boom will be required.

Replace all removed items in accordance with the authorised procedure.

Check rudder cable tensions.

It would be appreciated if operators will notify the Service Department, lland Aircraft Co., Ltd., Hatfield, Herts, should cases of the fault be ɔed, quoting the hours flown.

Modification Vampire 3508 has been initiated to obviate defect. ɔtion of this inspection will remove the restriction on Spinning imposed /Vampire/11. (T.N.S. V.598).

The above information is covered by Special Technical Instruction/Vampire /148A issued by R.D.A. (Defects), Ministry of Supply, St. Giles Court, St. Giles High High Street, London W.C.2.

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TECHNICAL NEWS SHEET

SERIES V NO 603 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 9.12.55. ISS. 2 DATED 17.1.56 AND ISS. 3 DATED 24.1.56 BUT DRAWINGS R.15.TF.101. AND R.15.TF.102 ARE TO BE RETAINED.

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

VAMPIRE TRAINER AIRCRAFT - RUDDER TOP HINGE BRACKET ATTACHMENT TO FIN SPAR.

Further to Technical News Sheet V.598, investigations have revealed the possibility of cracking of the weld joints on the steel nut plates on Fin Rib Number 5 forward of the fin rear spar, which lead to cracking of the fin spar web in way of the rudder top hinge bracket attachment. This is attributed to flying at speeds in excess of the recommended Mach number limitations. It is not to be anticipated that such defects would arise within the early stages of aircraft life.

The following recommended inspection calls for a check to be made in the area affected. The method of inspecting the bottom nut plates has been amended owing to the original method in Issue 1 of this Technical News Sheet proving difficult.

At the first convenient opportunity after aircraft has completed its first 50 hours flying (or more if 50 hours already exceeded) proceed as follows:-

1. Remove the Port and Starboard rudders.
   Remove also the pitot heater lead terminal block from the top of Port Fin Rib 6.

2. Re-insert the horizontal rudder top attachment bolt to the top rudder to fin attachment bracket, Part No. J.00825. (Ref. Only). With the aid of a screw-driver or suitable lever, lightly load the top hinge bracket and at the same time visually check the 4 welded steel nut plates, situated in the angles formed by the forward face of the fin spar and the top and bottom surfaces of Fin Rib No. 5.

Cont.....

E: The nut plates should be inspected for cracks at the welds which may only become apparent during the loading of the hinge bracket as stated above and can be viewed as follows:-

(a) TOP NUT PLATES. These can be clearly seen looking down on the fin through the tooling holes in the Starboard Fin Rib 6, and on the Port Fin through the pitot head heater terminal lead box (removed in Operation 1) aperture.

(b) BOTTOM NUT PLATES. Refer to Drawing R.15.TF.101, locate the 2 rivets forward and below the bottom nut plate (as would be drilled if the repair was being carried out). Drill two $\frac{1}{8}$" dia. holes at these positions on both sides of the fin. The nut plates can then be seen by using a "P" lamp at one hole and applying the eye closely to the other hole. If no cracks are found fill the newly drilled holes with Chobert Aluminium Alloy L.69 Countersunk $\frac{1}{8}$"D x $\frac{1}{2}$" rivets Part No. AGS.2046/404 (RAF Ref 28Q/6876). Plug Chobert rivets with filler and apply protective finish.

3. Inspect the fin spar rear face for cracks at the rudder top hinge bracket attachment.

4. Where cracks are detected in Operation 2, Repair Scheme R.15.TF.101 is to be applied. Where cracks are found in the fin spar (Operation 3) a replacement boom will be required.

5. Replace all removed items in accordance with the authorised procedure.

6. Check rudder cable tensions.

would be appreciated if operators will notify the Service Department, de villand Aircraft Co., Ltd., Hatfield, Herts, should cases of the fault be scovered, quoting the hours flown.

dification Vampire 3508 has been initiated to obviate defect.

TE: The above information is covered by Special Technical Instruction/ Vampire/148B issued by R.D.A. (Defects), Ministry of Supply, St. Giles Court, St. Giles High Street, London, W.C.2.

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TECHNICAL NEWS SHEET

SERIES V NO 604 DATE 13.12.55.

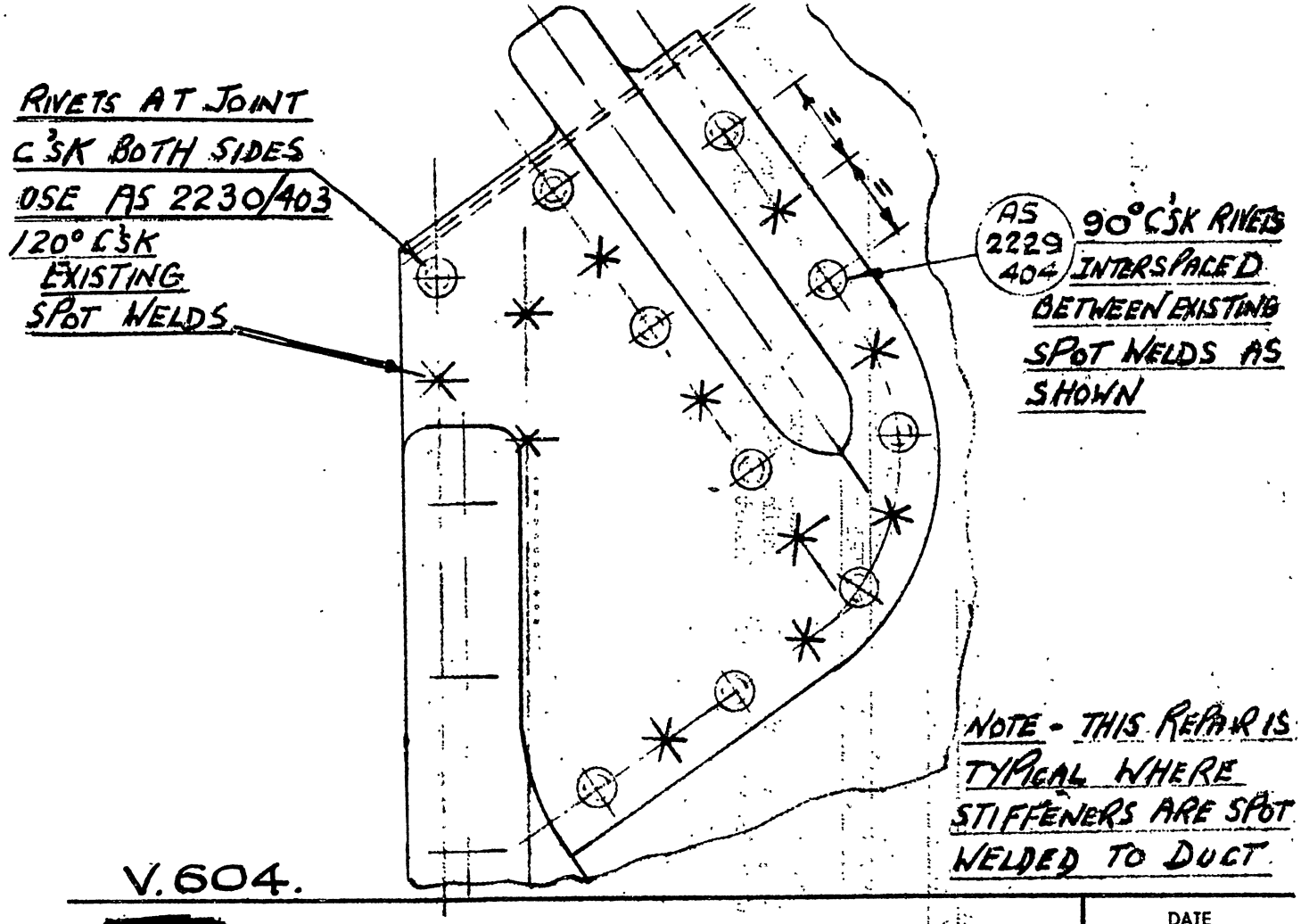
ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

VAMPIRE AIRFRAME GENERAL CIRCULATION
SUB HEADING 18 WING ASSEMBLY

REPAIR TO INNER AIR DUCTS D00.1996 A/2, D001997A/2 POST MODIFICATION VAMPIRE 880.

Where failure of the spot welds occurs on Air Ducts Part Nos. D0(and D001997A/2, Post Modification Vampire 880, these may be repaired in accordance with Repair Instruction Sheet No. 138; the relevant drawing is attached.

••••••••••



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TECHNICAL NEWS SHEET

SERIES V No 604 Issue 2. DATE 16.1.56.

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

R.A.F. Technical Order

~~THIS TECHNICAL NEWS SHEET CANCELS AND SUPERSEDES ISSUE 1 DATED 13.12.55.~~

Vol. 3 Sect. 2 Sub. Sect C.6 (Issue 1)

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

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D

VAMPIRE AIRCRAFT

ENGINE AIR INTAKE DUCTS - DEFECTIVE SPOT WELDING OF INNER AIR INTAKE DUCTS.

1) Cases have occurred where faulty spot welds have allowed the inner intake duct, Part Numbers D.001996A/2 (Starboard), D.001997A/2 (Port), s to part from the reinforcing plate, Part Numbers D.007480.N.D. (Starboar D.007479.N.D. (Port).

2) The object of this instruction is to acquaint Operators with this and to provide a Repair Scheme should faulty spot welds be detected.

3) The following procedure is ~~It is~~ recommended at the next engine removal, and on all stocks of intakes~~:- proceed as follows:-~~

Man Hours Involved:

Removal and re-fitment of both ducts from aircraft	= 2 man hour
Repair if required, both ducts	= 2 man hour
Inspection, both ducts	= 10 minutes

Remove and inspect the Port and Starboard Inner Air Ducts for the quoted above.

Where spot welds show signs of parting the instructions quoted on attached "Repair Instruction Sheet Number 138" are applicable.

Steps are being taken to ensure future production is satisfactory.

Source: De.Hav. T.N.S. N° V.604 (Issue 2) 16.1.55.

(BHG/S Sqn. S

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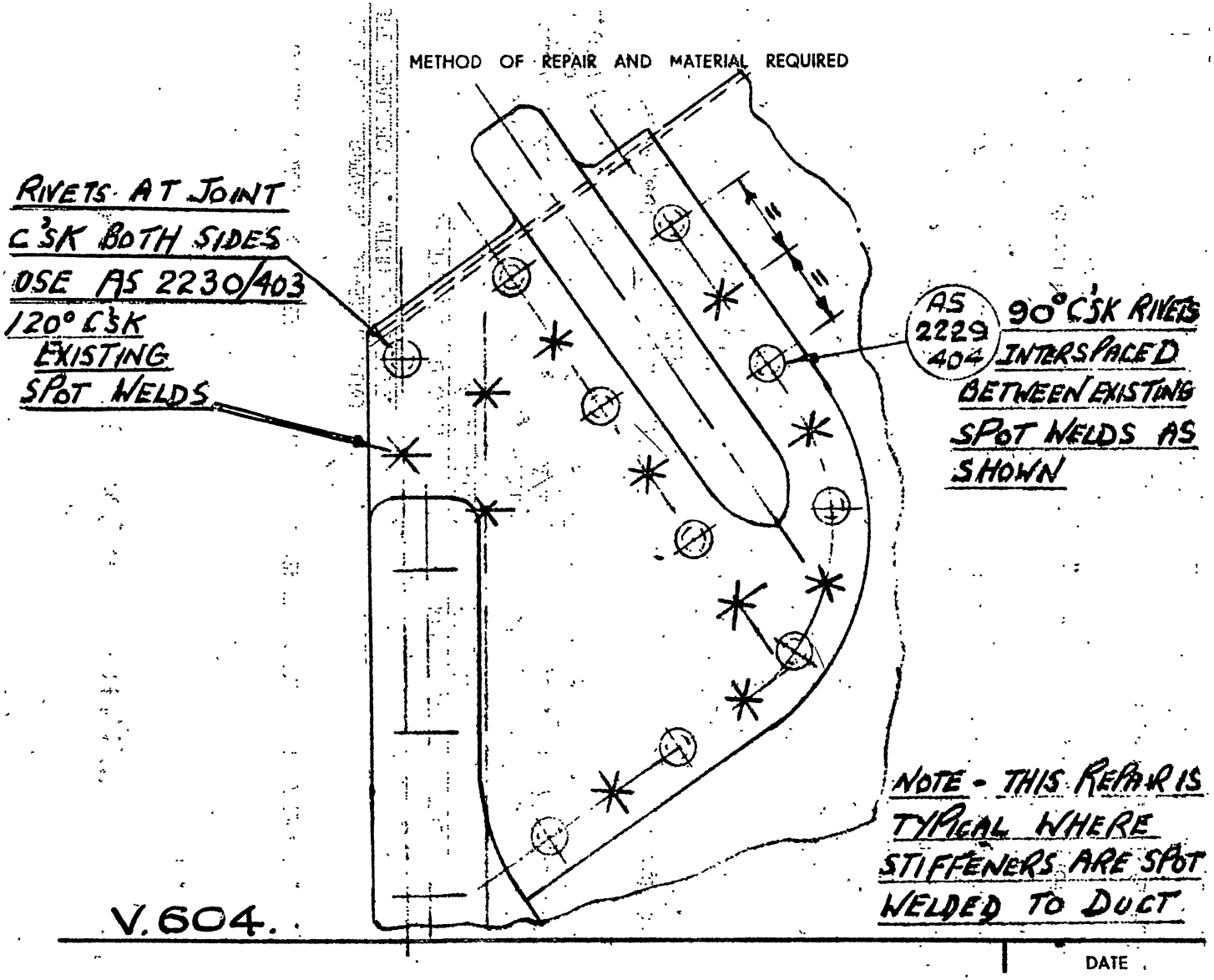
For O.C. Tech. Sq

METHOD OF REPAIR AND MATERIAL REQUIRED



V.604.

DATE

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TECHNICAL NEWS SHEET

SERIES V NO 604 Issue 3 DATE 3.4.56.

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

THIS TECHNICAL NEWS SHEET CANCELS AND SUPERSEDES ISSUE 1 DATED 13.12.55 ISSUE 2 DATED 16.1.56.

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

Issued On A

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Man Hours Involved:

Removal and re-fitment of both ducts from aircraft	= 2 man hour
Repair if required, both ducts	= 2 man hour
Inspection, both ducts	= 10 minutes.

Remove and inspect the Port and Starboard Inner Air Ducts for the quoted above.

Where spot welds show signs of parting the instructions quoted on Instruction Sheet Number 138 are applicable.

Steps are being taken to ensure future production is satisfactory.

NOTE: This information is covered by Special Technical Instruction/Vamp issued by R.D.A. (Defects) Ministry of Supply, St. Giles Court, S High Street, London, W.C.2.

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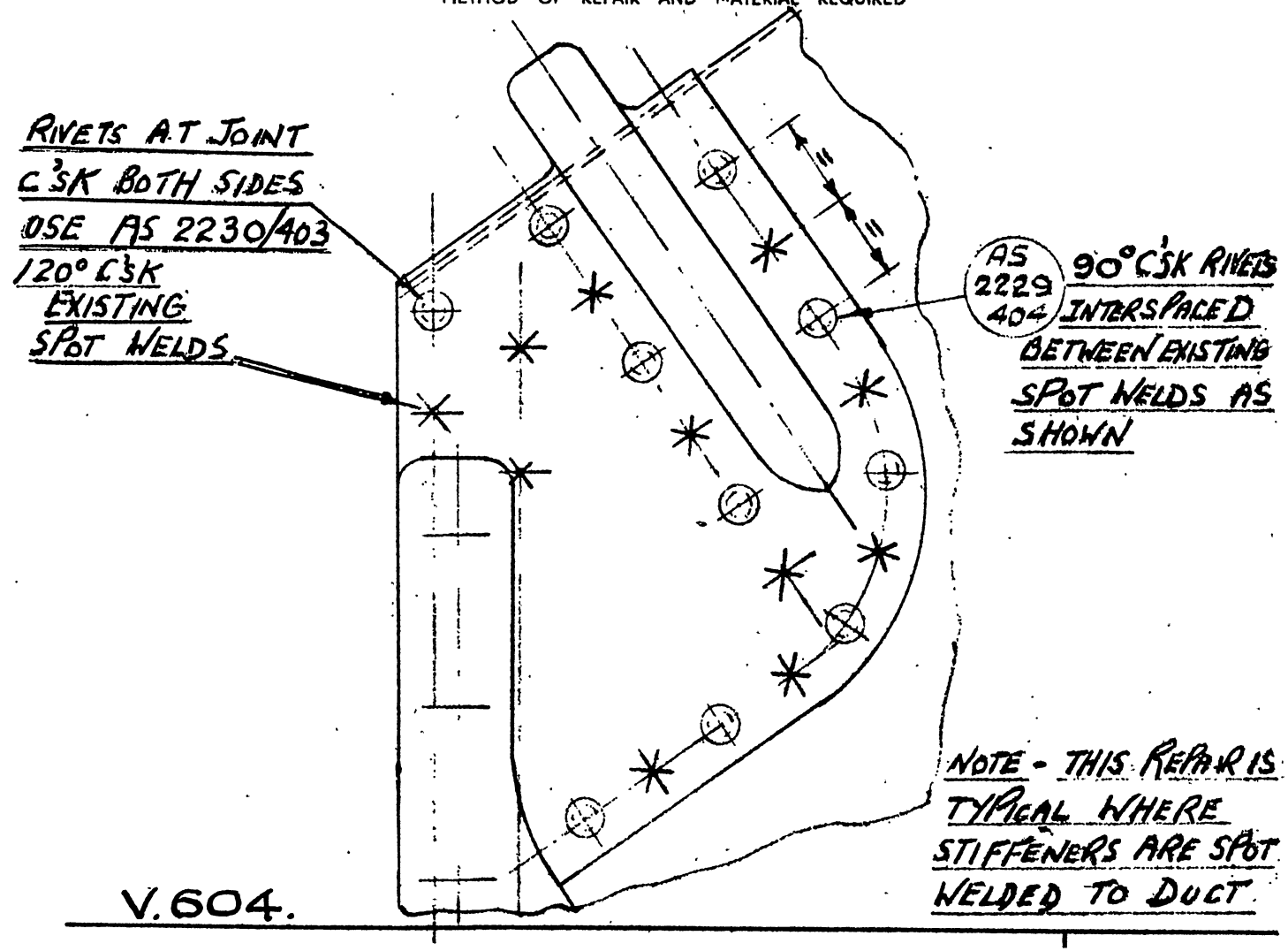
METHOD OF REPAIR AND MATERIAL REQUIRED



V.604.

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TECHNICAL NEWS SHEET

SERIES V No 605 AIRCRAFT DATE 3.1.56.

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

PITOT STATIC SYSTEM - KINKING OF PIPELINES - VAMPIRE MARK 5 AIRCRAFT.

We are circulating for your information and necessary action tl ing, which has been issued by R.D.A.(Defects), Ministry of Supply, St. Court, St. Giles High Street, London W.C.2., in the form of Special Tec Instruction/Vampire/149

Attention is also drawn to Technical News Sheets M.A.G.121 and concerning flexible tubing 32C/472.

Cases have occurred of kinking and damage to the pitot static p behind the instrument flying panel, due primarily to the poor lay-out c pipelines.

At the first convenient opportunity proceed as follows:-

Blind Flying Panel

1. Discard the pipe between the panel manifold static connection a altimeter.

2. Discard the pipe between the panel manifold pitot connection an pitot connection on the Air Speed Indicator.

3. Remove and retain the elbow connection on the A.S.I. pitot conn Fit 8½" length of flexible tubing (32C/472) to A.S.I. pitot con for connecting to the aircraft pitot system.

4. Remove and retain the three-way connector on the altimeter and it with the elbow connector retained in operation 3. Re-assemb pipe between the altimeter and A.S.I. static connection.

5. Insert the three way connector from operation 4 in the static p between the A.S.I. and the Rate of Climb Indicator approximatel from the A.S.I. To the third connection of this union attach a length of flexible tubing (32C/472) for connection to the aircr static system.

.....Contd.

Discard the flexible tubing fitted to the pitot static manifold at the base of panel. This manifold is no longer used.

Remove the three way connectors from the ends of the aircraft pitot and static pipelines and retain.

Extend the pitot and static pipelines by fitting to each a straight through connector 28V/5104 and a $3\frac{1}{4}$" and 3" length respectively of low pressure alloy tubing 30B/1195.

Refit the three way connectors from operation 1 to the extended pipelines with right angle connection pointing towards the machmeter.

Shorten the flexible connections to the machmeter to give a natural run to the tubing. The adjusted lengths will be approximately Pitot 9" and Static 11". Connect to the appropriate three way connector.

Refit Blind Flying Panel and connect to pitot and static aircraft pipelines.

Carry out a leak test and check for correct connection, i.e. Pitot direct to the Pitot connection on the A.S.I. and Static to the three way connector between the A.S.I. and Rate of Climb Indicator.

EQUIRED

28V/5104	Connectors, Straight	2 off
28V/5108	Nuts, Union	2 off
32C/472	Tubing Rubber $\frac{1}{4}$ ID x $\frac{1}{2}$ OD	2 Feet
30B/1195	Tubing Alloy 5/16 OD x 22 SWG	1 Foot
28V/13603	Rings Rubber	18 off

ed man-hours: $1\frac{1}{2}$.

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TECHNICAL NEWS SHEET

SERIES V No 605 ~~Issue~~ 2 DATE 3.4.56.

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

THIS TECHNICAL NEWS SHEET CANCELS AND SUPERSEDES ISSUE 1 DATED 3.1.56.

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

Held pending stock.

PITOT STATIC SYSTEM - KINKING OF PIPELINES - VAMPIRE SINGLE SEAT AIRCRAFT

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/149A.

Attention is also drawn to Technical News Sheets M.A.G.121 and 124 concerning flexible tubing 32C/472.

Cases have occurred of kinking and damage to the pitot static pipelines behind the instrument flying panel, due primarily to the poor lay-out of these pipelines.

At the first convenient opportunity proceed as follows:-

Blind Flying Panel

1. Discard the pipe between the panel manifold static connection and the altimeter.

2. Discard the pipe between the panel manifold pitot connection and the pitot connection on the Air Speed Indicator.

Where Artificial Horizons Mark 1D, 1E or Mark 3 are fitted proceed as follows:-

3. Remove and retain the elbow connection on the A.S.I. pitot connection. Fit $8\frac{1}{2}$" length of flexible tubing (32C/472) to A.S.I. pitot connection for connecting to the aircraft pitot system.

4. Remove and retain the three-way connector on the altimeter and replace it with the elbow connector retained in operation 3. Reassemble the pipe between the altimeter and A.S.I. static connection.

Continued.....

Insert the three way connector from operation 4 in the static pipe line between the A.S.I. and the Rate of Climb Indicator approximately $2\frac{1}{2}$" from the A.S.I. To the third connection of this union attach a $6\frac{1}{2}$" length of flexible tubing (32C/472) for connection to the aircraft's static system.

Discard the flexible tubing fitted to the pitot static manifold at the base of panel. This manifold is no longer used.

Artificial Horizons Mark 3B or 3C are fitted proceed as follows:-

Remove and retain the elbow connection, from the A.S.I. pitot connection. Fit a connector, straight, to the A.S.I. pitot connection and fit $1\frac{1}{2}$ inch extension pipe. To this, attach a $6\frac{1}{2}$ inch length of rubber tubing (Ref 32C/472) for connecting to aircraft pitot system.

Remove the 3 way connector from the A.S.I. static connection. Fit a straight connector to the A.S.I. static connection and fit $1\frac{1}{2}$ inch extension pipe. To this, reconnect the centre union of the 3 way connector.

Remove and retain the 3 way connector on the altimeter, and replace it with the elbow connection removed at operation 7. Shape and fit 6 inches of pipe between the Altimeter and 3 way connector on A.S.I. static pipe. Using a $1\frac{1}{4}$ inch pipe, connect 3 way connector removed from Altimeter to the remaining union of the 3 way connector on the A.S.I. static connection. Shape and fit 10 inches of pipe between this 3 way connector and the Rate of Climb Indicator passing it over the Artificial Horizon. To the centre connection of this 3 way connector attach $8\frac{1}{2}$ inches of rubber tubing (Ref. 32C/472) for connection to the aircraft system.

<u>raft</u>

Remove the three way connectors from the ends of the aircraft pitot and static pipelines and retain.

Extend the pitot and static pipelines by fitting to each a straight through connector 28V/5104 and a $3\frac{1}{4}$" and 3" length respectively of low pressure alloy tubing 30B/1195.

Refit the three way connectors from operation 1 to the extended pipelines with right angle connection pointing towards the machmeter.

Continued.....

4. Shorten the flexible connections to the machmeter to give a na run to the tubing. The adjusted lengths will be approximately 9" and Static 11". Connect to the appropriate three way connec

5. Refit Blind Flying Panel and connect to pitot and static aircr pipelines.

6. Carry out a leak test and check for correct connection, i.e. I direct to the Pitot connection on the A.S.I. and Static to the three way connector between the A.S.I. and Rate of Climb Indic

PARTS REQUIRED

		Where artificial horizor	
		Mk. 1B, 1E or Mk. 3 fitted	Mk. 3B or Mk. C. fitt
28V/5104	Connectors, Straight	2 off	4 off
28V/5108	Nuts, Union	2 off	6 off
32C/472	Tubing Rubber $\frac{1}{4}$" I.D. x $\frac{1}{2}$" O.D.	2 feet	2 feet
30B/1195	Tubing Alloy 5/16" O.D. x 22 S.W.G.	1 foot	2 feet 6 i
28V/13603	Rings Rubber	18 off	24 off

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

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TECHNICAL NEWS SHEET

SERIES V No 606 DATE 17.1.56.

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

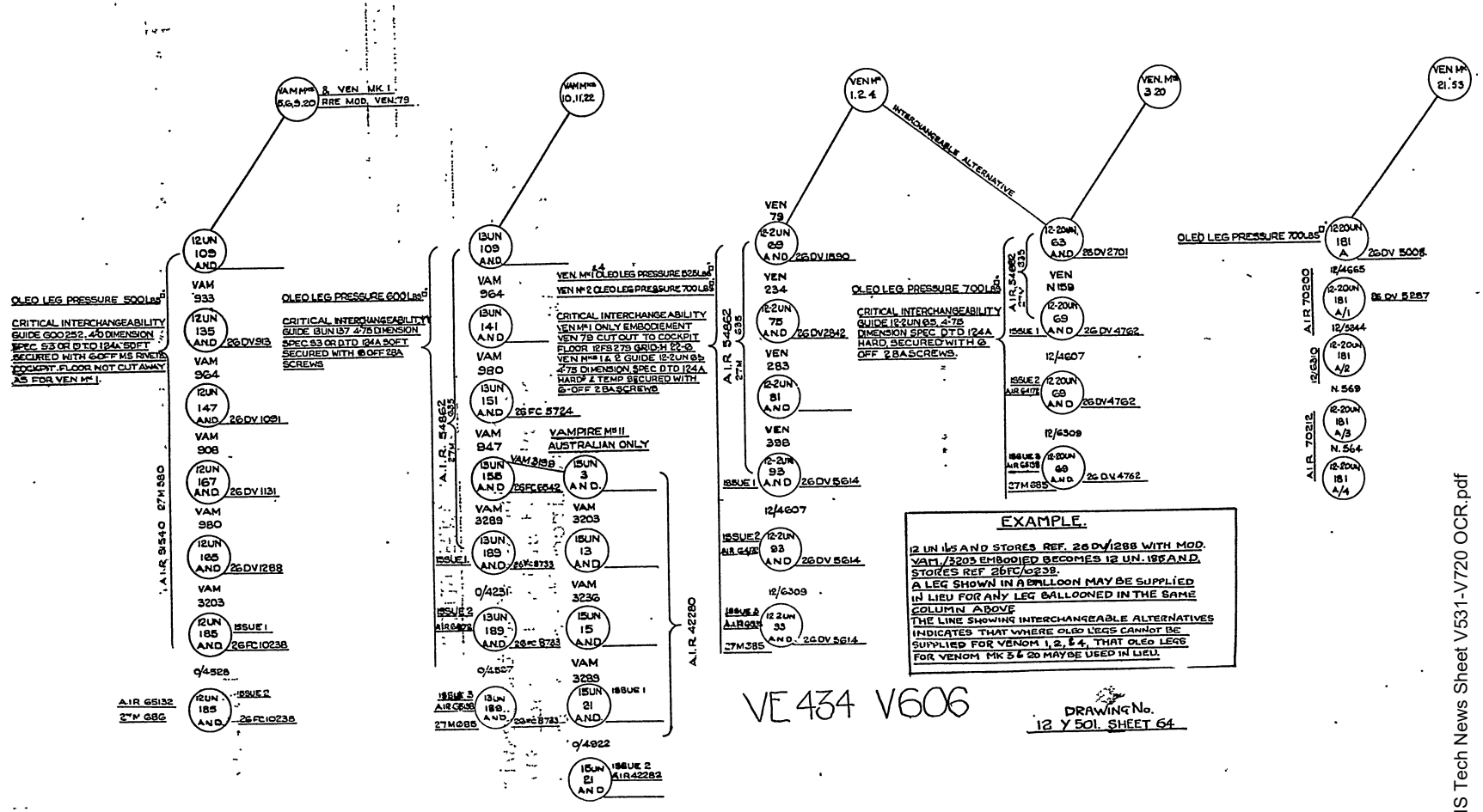
VAMPIRE AIRFRAME GENERAL CIRCULATION
SUB HEADING 16 UNDERCARRIAGE.

NOSE LEG ASSEMBLY - INTERCHANGEABILITY

This Technical News Sheet has been issued with the Drawing shown overleaf, to bring to the operator's attention the fact that leg assemblies fitted to Vampire and Venom aircraft are interchange

METHODS ENGINEERS, REFER TO DRG. No.

ANY ERRORS ON DRAWINGS MUST BE REPORTED TO THE DRAWING OFFICE



VE 434 V606

DRAWING No.
12 Y 501. SHEET 64

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TECHNICAL NEWS SHEET

SERIES V No 606 Issue 2 DATE 5.4.56.

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

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

NOSE LEG ASSEMBLY - INTERCHANGEABILITY.

This Technical News Sheet has been issued with the Drawing 12.Y.5(Sheet 64. Issue 2, to bring the operator's attention to the fact that so nose undercarriage assemblies fitted to Vampire and Venom aircraft are i changeable.

It will be noted that the nose legs of Venom Marks 1, 2 and 4 may be fitted to Vampire Marks 10, 11 and 22.

Superseded by Issue 3

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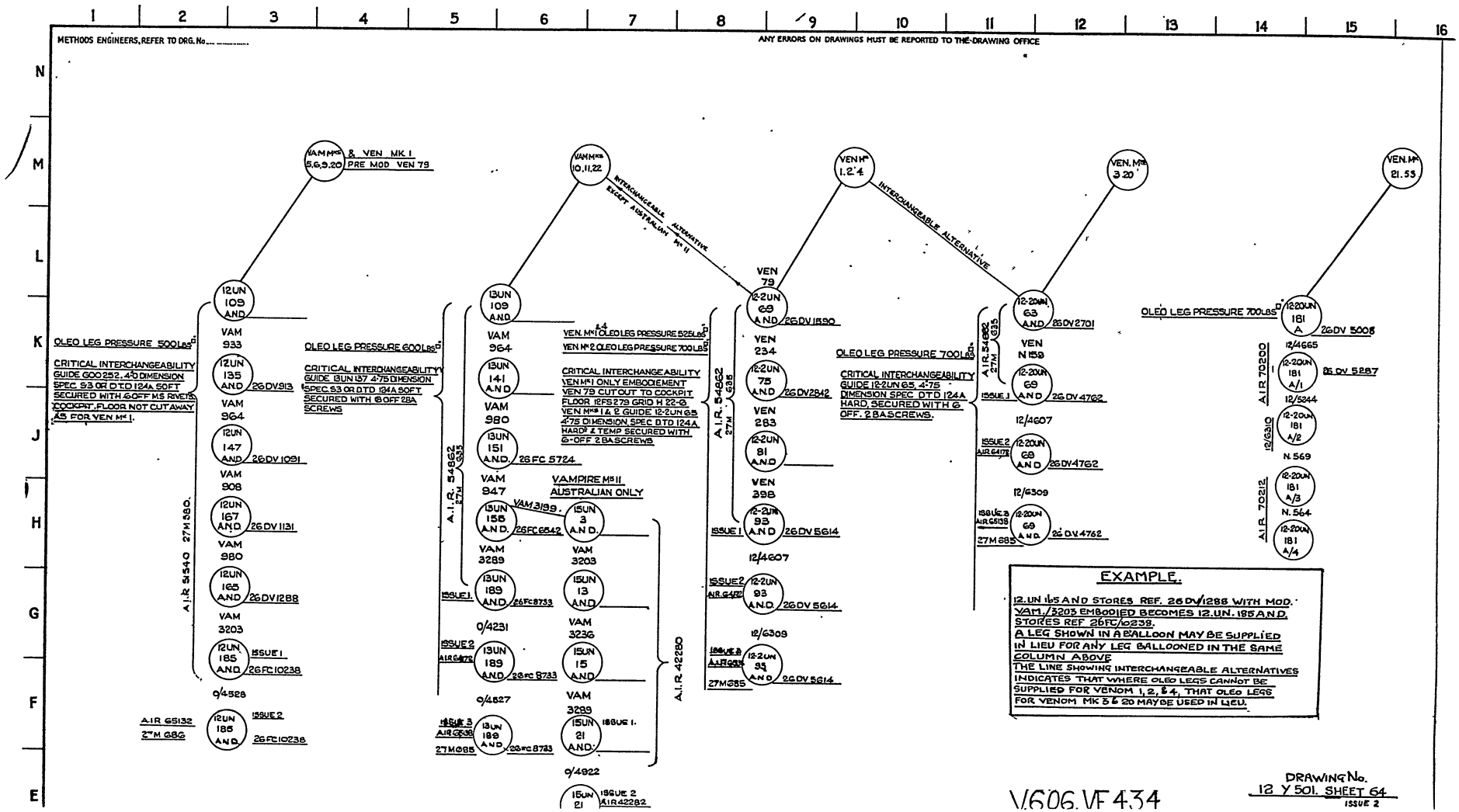

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TECHNICAL NEWS SHEET

SERIES V NO 606 Issue 3 DH AIRCRAFT DATE 12.3.57.

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 5.4.5

VAMPIRE AIRFRAME, ~~GENERAL CIRCULATION.~~
SUB ~~HEADING 16,~~ UNDERCARRIAGE.

NOSE LEG ASSEMBLY - INTERCHANGEABILITY

~~All Vampires and Sea Vampires.~~

This ~~Technical News Sheet~~ Tech Order has been issued with the drawing 12-Y-501, sheet 64, issue 3, to bring to the ~~operators'~~ attention to the fact that some nose undercarriage assemblies fitted to Vampire and Venom aircraft are interchangeable.

Issue 3 of the drawing differs ~~from~~ issue 2 by the addition of ballons 13.UN.173A/ND and 13.UN.183A/ND, and their respective modification numbers, 3203 and 3236, in the second column from the left.

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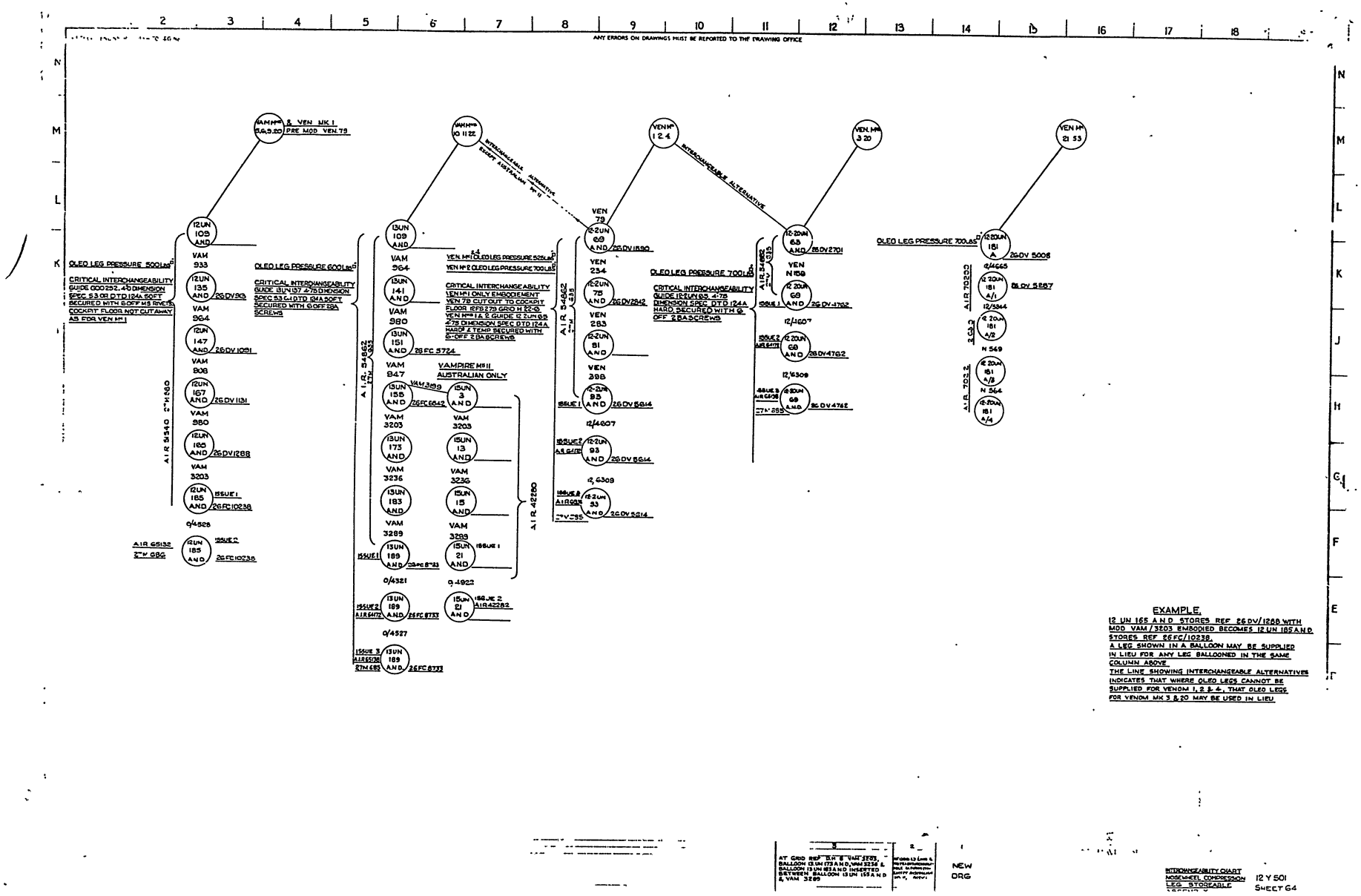

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TECHNICAL NEWS SHEET

SERIES V NO 606 Issue 3 DATE 12.3.57.

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 5.4.5

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

NOSE LEG ASSEMBLY - INTERCHANGEABILITY

All Vampires and Sea Vampires.

This Technical News Sheet has been issued with the drawing 12-Y-501, sheet 64, issue 3, to bring the operators' attention to the fact that some nose undercarriage assemblies fitted to Vampire and Venom aircraft are interchangeable.

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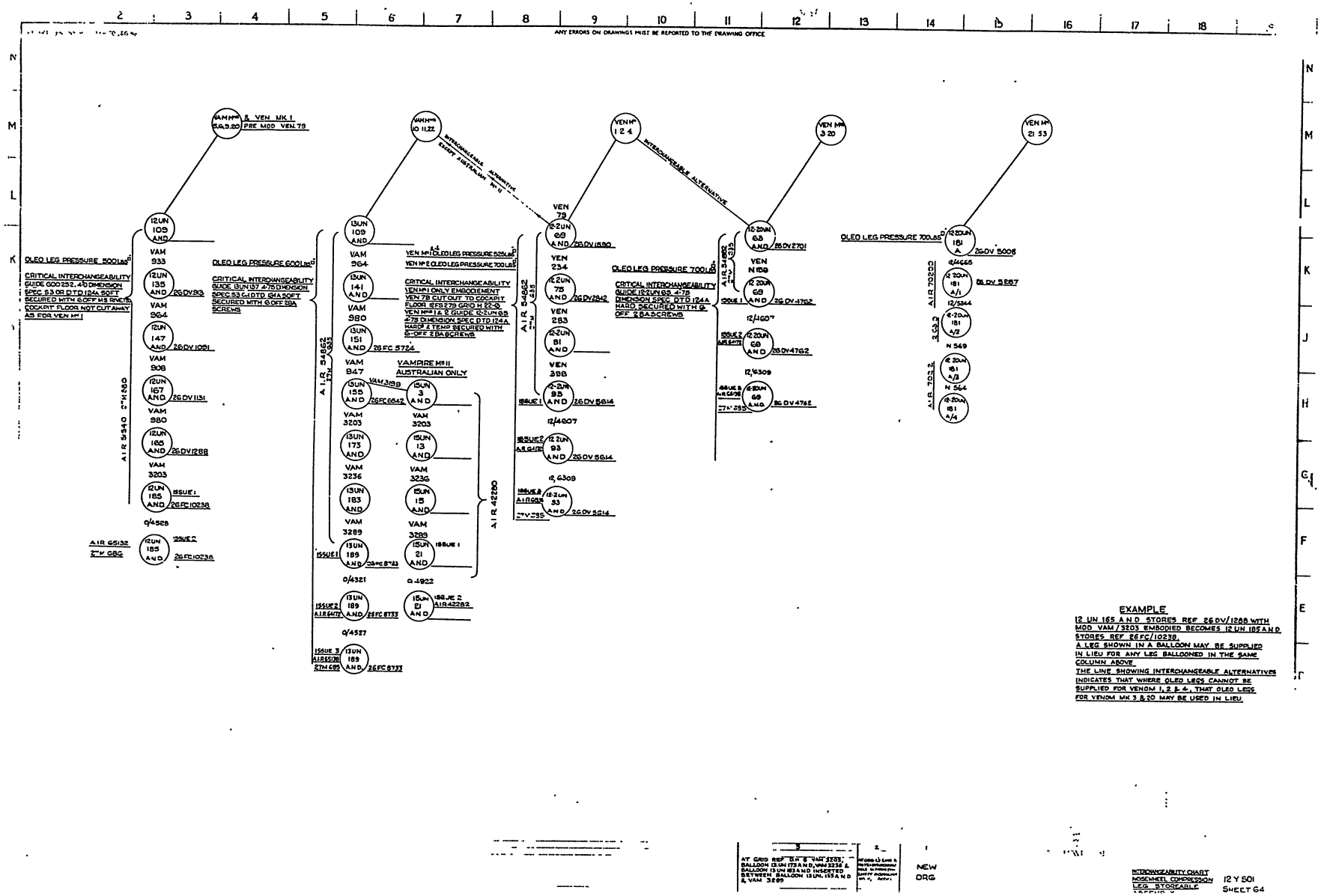

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AIRSPEED DIVISION
CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE
CHRISTCHURCH 1600

CABLES
HAVILLAND TELEX CHRISTCHURCH

TELEX
CHRISTCHURCH 41-

TECHNICAL NEWS SHEET

SERIES V No. 606 Issue 4 DATE 10.6.58

AIRCRAFT

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

This News Sheet cancels and supersedes Issue 3 dated 12.3.57.

The information in this News Sheet is the same as that of Issue 3 but the drawing has been reproduced on a larger scale in order to improve legibility.

VAMPIRE AIRFRAME: GENERAL CIRCULATION
SUB HEADING 16. UNDERCARRIAGE

NOSE LEG ASSEMBLY: INTERCHANGEABILITY

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

This News Sheet has been issued to bring to the attention of operators the fact that some nose undercarriage assemblies fitted to Vampire and Venom aircraft are interchangeable.

See drawing overleaf

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The last News Sheet applicable to the Marks 1,3,5,6,9,20,21,22,50,52 and 52A was V.605.
The last News Sheet applicable to the Marks 10,11,22,54,55 and 55A was V.604.

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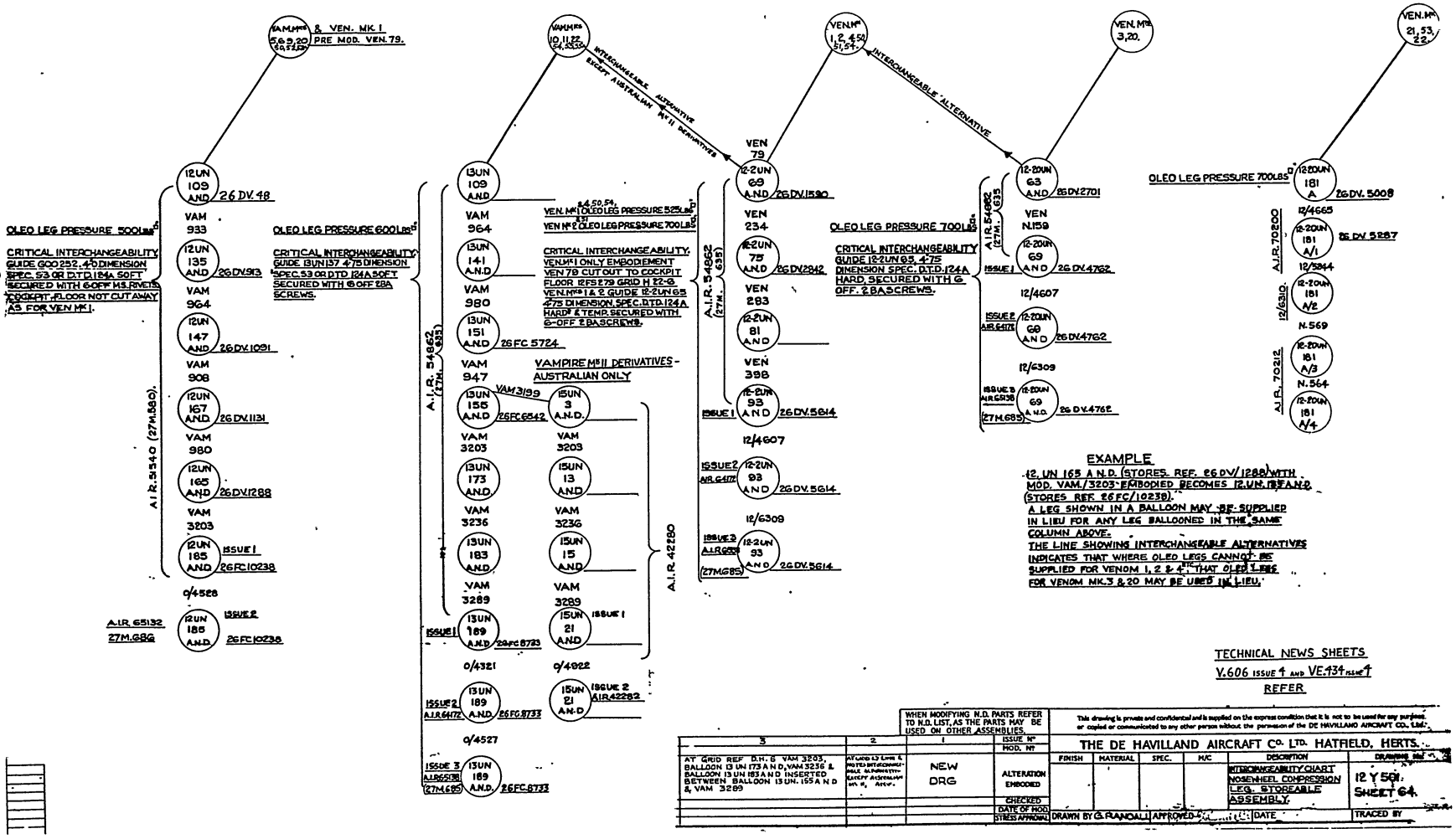

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TECHNICAL NEWS SHEET

10.

SERIES V NO 607 AIRCRAFT DH DATE 18.1.56.

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

R.A.F. Technical Order
Vol. 3 Sect. 2 Sub. Sect. A33 (Issue 1)
~~VAMPIRE AIRFRAME, GENERAL CIRCULATION.~~
~~SUB HEADING 14. SERVICES AIRCRAFT.~~

A.H.Q.
RRAF
etc

Doc

VAMPIRE AIRCRAFT

HYDRAULIC JACKS LEAKING AND SELECTOR VALVES SEIZED AFTER PERIODS OF INACTIVITY.

1) Cases have been reported of hydraulic fluid leaking past the hydraul jack ram seals and running down the ram shaft, cases have also been report of the seizure of the hydraulic selector valves.

2) These failures are attributed to the inactivity of these components over long periods which causes adhesion of the rubber gland seals to the n of the jack ram or selector plunger.

3) To prevent damage to the gland seals in the case of the hydraulic ja and seizure in the case of the hydraulic selector valves, it is suggested the following action should be taken after an aircraft or component has be inactive for a period of three months.

(a) Jacks are to be gently stroked several times over their full tr in both directions. This must be carried out by a hand pump and an engine driven pump, as it is essential that the initial move of the jack ram is slow, to prevent the tearing of the gland se in cases where the seals are tending to adhere to the ram shaft

On completion of this operation the jacks are to be checked for of leaks when under normal working hydraulic pressure.

(b) The selector valves are to be operated by pushing or pulling ar the same time rotating, where possible, the plunger in a spiral movement over its full travel.

In the case of selectors in storage, operate the valve as above then introduce a small quantity of hydraulic fluid into the pip connections and operate several times to ensure the fluid penet into the complete seal area.

Issue 1

Continued....

Contd) ~~Sheet 2.~~

(c) NOTE: Aircraft Fitted with Power Boost Ailerons.

With power "off" gently apply full aileron in both directions several times; this will ensure freedom from adhesion of the gland seals to the ram shafts of the servo jack.

ee:
e.Nav. T.N.S. N°. V.607 (18.1.56)

(R.H.G. IRBONS)
Squadron Leader
S.T.S.O.

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TECHNICAL NEWS SHEET

SERIES V No 607 Issue 2. DATE 21.2.56.

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

Issue 2

THIS TECHNICAL NEWS SHEET CANCELS AND SUPERSEDES ISSUE 1 DATED 18.1.56.

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

HYDRAULIC JACKS LEAKING AND SELECTOR VALVES SEIZED AFTER PERIODS OF INACTIVITY.

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In the case of selectors in storage, operate the valve as abo then introduce a small quantity of hydraulic fluid into the p connections and operate several times to ensure the fluid per into the complete seal area.

Continued..

(c) NOTE: Aircraft Fitted with Power Boost Ailerons.

With power "off" gently apply full aileron in both directions several times; this will ensure freedom from adhesion of the gland seals to the ram shafts of the servo jack.

This information is covered by Special Technical Notice/Vampire/53 issued by R.D.A. (Defects) Ministry of Supply, St. Giles Court, St. Giles High Street, London. W.C.2.

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TECHNICAL NEWS SHEET

SERIES V No 608 DATE 12.1.56.

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

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

VAMPIRE TRAINER T.MK.55 - LOADING AND C.G. DATA (AW/115/110 ISSUE 8)

Loading data issued under the de Havilland reference No.AW/115/ Issue 7 and circulated with Technical News Sheet V.502 dated 5.7.54 are cancelled by the revised data of same reference number Issue 8 attached hereto, and recipients are requested to destroy data bearing the old is number.

This re-issue of AW/115/110 Issue 8 gives advance information of latest modifications and will be cancelled when the revised data appear the Vampire Maintenance and Repair Manual VMR-1-115.

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TECHNICAL NEWS SHEET

SERIES V NO 609 AIRCRAFT DATE 20.1.56.

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

On Amr Issued

VAMPIRE AIRFRAME GENERAL CIRCULATION
SUB HEADING 6 ENGINE INSTALLATION

TO MODIFY LOWER ENGINE COWL SUPPORT RING

Cases have occurred of the engine rear bearing oil feed pipes chaf the engine lower cowling support ring flanges. Goblin Mod. 765, and G Special Technical Instruction 11 modified the bracket by which the pip supported to the engine and this instruction provides a recess in the ring flanges to further increase the clearance.

At the earliest convenience Operators are advised to proceed as fo

1. Locate the lower engine cowling support ring which is suspended fr engine.

2. On the starboard side of the centre line of the rail mark a point from the centre.

3. Using this point as a centre, cut a recess in both flanges of the deep and 2" long. The ends of the recess should be at 45° to the the recess and blended in where they meet the base with a .25" rad the recess 45° edges meet the inner circumference of the rail blen .50" radius.

The above satisfies Vampire Modification 3502 and should be done in cc with Goblin Special Technical Instruction 11B. It will take approxima man hours.

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TECHNICAL NEWS SHEET

SERIES V. No 610. DATE 8.2.56.

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 16 UNDERCARRIAGE.

VAMPIRE FB.9 AIRCRAFT.
Nose Undercarriage - Bolts at Upper Attachment to No.1. Bulkhead:- ~~Vampire Single Seat Aircraft.~~ Shearing.

1) (a) Cases have been reported of the bolts securing the upper support of the nose wheel undercarriage to the armour plate of No.1. bulkhead found to be sheared. Cases have also been reported of very severe sh of the nose wheel, on investigation the cause was found to be due to strut attachment bolts at No.1. bulkhead. The latest case reported i a sheared bolt which brought about the collapse of the nose oleo on l run. The initial cause of bolt failure is attributed to heavy landir

(b) In view of the serious nature of this type of defect ~~it is sugge that~~ the following inspection (2) is to ~~should~~ be included in the after Heavy L Check; ~~and~~ the relevant Servicing ~~Inspection~~ Schedule is to be ... annotated to this effect.

2) With the nose suitably trestled, remove the bolts securing the u struts of the nose undercarriage structure to the armour plate bulkhc Check the bolts for signs of wear or shear, and the holes in the end f and also the No.1. bulkhead for signs of elongation.

3) Defective struts and bolts should be replaced, and when an elonga hole is encountered in the No.1. bulkhead, application should be made ~~Service Department, de Havilland Aircraft Co. Ltd., Hatfield, Herts,~~ a special repair scheme; full details being forwarded giving the amou of elongation and referring to this Bulletin.

Source: De.Hav. T.N.S.(V.610)
Date. 8-2-56

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(R. H. Gibbs)
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TECHNICAL NEWS SHEET

SERIES V NO 611 AIRCRAFT DATE 30.1.56.

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

Actioned by Air
See SFI File

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

ACTION IN THE EVENT OF FIRE.

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 Cou St. Giles High Street, London W.C.2., in the form of Special Flying Instr tion/T.F.697 in respect of Vampire Aircraft Marks 5, 9, 10 and 11.

This instruction is also applicable to all other Marks of Vampire Aircraft where the contents of Technical News Sheet V.585 Issue 4 dated 1 November 1955 are complied with.

1. Recent modifications to the fire detecting systems in Vampire air craft (STI.Vampire/144 and 144a refers) necessitates a change in the "Action in the Event of Fire" by pilots:

(a) If a fire occurs the throttle should be closed immediately and t following actions taken:-

(i) HP cock off: (ii) LP cock off: (iii) Booster pump off: (iv) Extinguisher push button press.

If possible air speed should be reduced and cockpit pressure turn off before operating push button.

(b) The fire warning light will give a permanent indication of fire irrespective of whether the fire is subsequently extinguished or not.

2. Pilot's Notes will be amended.

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TECHNICAL NEWS SHEET

SERIES V No 611 Issue 2. DATE 23.2.56.

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 30.1.56.

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

ACTION IN THE EVENT OF FIRE.

A change in the "Action in the Event of Fire" by pilots is neces where Vampire aircraft have had the fire detecting system altered in ac with Special Technical Instruction/Vampire/144A (Technical News Sheet refers).

On aircraft so modified, if a fire occurs, the following actions be taken immediately:-

1. Close the Low Pressure Fuel Cock.
2. Close the High Pressure Fuel cut-off valve.
3. Switch off Booster Pump and close throttle fully.
4. Reduce air speed as far as practicable before operating the extinguisher.

The fire warning light will give a permanent indication of fire i tive of whether the fire is subsequently extinguished or not.

It is recommended that the above sequence of operations be strict adhered to. The closing of the Low Pressure Cock as the first operati prime importance as this immediately cuts off the supply of fuel to the system in the engine bay.

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Eleaned Base.

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RAF TECH ORDER
1.3. Sect 2 S Sect A 40 (Issue 1)

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TECHNICAL NEWS SHEET

SERIES V No 612 DATE 23.3.56.

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

Issue

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

BONDING AND GREASING OF OPEN BALL RACES ON CONTROL SURFACES - VAMPIRE ALL MARKS.

Reports have been received of ball races on control surfaces found dirty, pitted and corroded, due to two reasons as follows:-

1. Electro-static discharge from the control surfaces across the r
This is due to the use of ball races as a means of bonding where the Grea 825 is used, which is an insulator and hardens with age.

2. No maintenance of the open type ball races.
This is due to no period being called for in the Servicing Schedule. Furt open races are described in the various Publications as sealed and prepac manufacture, which is incorrect.

To advise operators of these conditions and to provide bonding control surfaces, we recommend that the following actions should be taken next conveneint Servicing:-

(a) Operators should refer to the relevant Maintenance and Rep Manual and disconnect and remove both Port and Starboard A Rudder, Elevator and Trim Tabs.

(b) Remove all "open" ball race bearings used on hinge bearing

(c) De-grease the races removed using Trichlorethylene (Stores 33C/547), and inspect the ball races for pitting and corro If this condition is evidenced the bearings should be rejec

(d) Re-pack serviceable or new bearings with Grease D.T.D.900/ (S.3074), which is Grease D.T.D.825 with 10% graphite inco

(e) Before fitting the races to their respective brackets, it necessary to ensure that the bonding between the "main ear the bracket has a contact resistance of not less than .05 measured with a standard bonding tester.

Continued.....

Contd)   Sheet 2.

(f) If the reading cannot be obtained it will be necessary to remove one bolt only at the bracket concerned, and the bolt contact area at both ends cleaned of all paint and then treated by an application of D.T.D.5503 which has for its base Zinc Oxide.

(g) After the bolt has been replaced and tightened the surplus oxide should be carefully wiped off and cleaned at both ends with Trichlorethylene (Stores Ref.33C/547), and a coat of Blue Oil Paint D.T.D.827 (Stores Ref.33B/1076) given to the area disturbed.

(h) Clean off old grease from the race securing pins and use grease D.T.D.900/4408 if the pins require lubrication, and re-fit the bearings.

(j) Re-fit Ailerons, Rudder, Elevator and Trim Tabs, and carry out standard Flying Control Inspection. Also, a bonding test between the control surfaces and "main earth".

The work will take approximately 10 man hours.

Production aircraft will conform to this standard, and the appropriate will be amended.

At each subsequent relevant servicing, wipe clean all open bearings on eron, trim tabs, rudder and elevator hinge bearings, and re-grease with D.T.D.900/4408.

B.H. GIBBONS
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TECHNICAL NEWS SHEET

SERIES V NO 612 Issue 2. DATE 8.6.56.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
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THIS TECHNICAL NEWS SHEET CANCELS AND SUPERSEDES ISSUE 1 DATED 2.3.56.

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

BONDING AND GREASING OF OPEN BALL RACES ON CONTROL SURFACES - VAMPIRE ALL MARKS.

Reports have been received of ball races on control surfaces found dirty, pitted and corroded, due to two reasons as follows:-

1. Electro-static discharge from the control surfaces across the r This is due to the use of ball races as a means of bonding where the Grea 825 is used, which is an insulator and hardens with age.

2. No maintenance of the open type ball races. This is due to no period being called for in the Servicing Schedule. Furt open races are described in the various Publications as sealed and prepac manufacture, which is incorrect.

To advise operators of these conditions and to provide bonding control surfaces, we recommend that the following actions should be taken next convenient Servicing:-

(a) Operators should refer to the relevant Maintenance and Rep Manual and disconnect and remove both Port and Starboard A Rudder, Elevator and Trim Tabs.

(b) Remove all "open" ball race bearings used on hinge bearing

(c) De-grease the races removed using Trichlorethylene (Stores 330/547), and inspect the ball races for pitting and corro If this condition is evidenced the bearings should be reje

(d) Re-pack serviceable or new bearings with Grease D.T.D.900/ (S.3074), which is Grease D.T.D.825 with 10% graphite inco

(e) Before fitting the races to their respective brackets, it necessary to ensure that the bonding between the "main ear the bracket has a contact resistance of not less than .05 measured with a standard bonding tester.

Continued....

(f) If the reading cannot be obtained it will be necessary to remove one bolt only at the bracket concerned, and the bolt contact area at both ends cleaned of all paint and then treated by an application of D.T.D.5503 which has for its base Zinc Oxide.

(g) After the bolt has been replaced and tightened the surplus oxide should be carefully wiped off and cleaned at both ends with Trichlorethylene (Stores Ref.33C/547), and a coat of Blue Oil Paint D.T.D.827 (Stores Ref.33B/1076) given to the area disturbed.

(h) Clean off old grease from the race securing pins and use grease D.T.D.900/4408 if the pins require lubrication, and re-fit the bearings.

(j) Re-fit Ailerons, Rudder, Elevator and Trim Tabs, and carry out standard Flying Control Inspection. Also, a bonding test between the control surfaces and "main earth".

The work will take approximately 10 man hours.

Production aircraft will conform to this standard, and the appropriate ıls will be amended.

At each subsequent relevant servicing, wipe clean all open bearings on ıileron, trim tabs, rudder and elevator hinge bearings, and re-grease with ɜe D.T.D.900/4408.

ł: This information is covered by Special Technical Notice/Vampire/157 issued by R.D.A. (Defects) Ministry of Supply, St. Giles Court, St. Giles High Street, London, W.C.2.

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TECHNICAL NEWS SHEET

SERIES V NO 612 Issue 3 DATE 15.11.56.

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT AND ENGINES
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THIS TECHNICAL NEWS SHEET CANCELS AND SUPERSEDES ISSUE 1 DATED 2.3.5 AND ISSUE 2 DATED 8.6.56.

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

Actuated

BONDING AND GREASING OF OPEN BALL RACES ON CONTROL SURFACES - VAMPIRE ALL MARKS.

It is advised that Special Technical Instruction/Vampire/157 is by R.D.A. (Defects), M.O.S. St. Giles Court, St. Giles High Street, London, W.C.2. and published on Issue 2 of this Technical News Sheet has been suspended.

Further investigations and tests are being carried out as it ha been found that in certain circumstances, the maximum contact resis of .05 ohm is still unobtainable when the Special Technical Instruc has been embodied.

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TECHNICAL NEWS SHEET

SERIES V No 612 Issue 4 DATE 13.2.57.

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 3 dated 15.11.

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 2. BONDING
4. CONTROLS, FLYING.

Sued on AM

BONDING AND GREASING OF OPEN BALL RACES ON AILERON CONTROL SURFACES.

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

Reports have been received of ball races on aileron control surfaces found dry, dirty, pitted and corroded due to two reasons as follows:-

1. Electro-static discharge from the aileron control surfaces across races. This is due to the use of ball races as a means of bonding where the Grease D.T.D.825 is used, which is an insulator and hardens with age.

2. No maintenance of the open type ball races. This is due to no period being called for in the Servicing Schedule. Further, the open races are described in the various Publications as sealed and prepacked at manufacture, which is incorrect.

To advise operators of these conditions and to provide bondi of the control surfaces, we recommend that the following actions should be taken at the next convenient Servicing:-

(a) Operators should refer to the relevant Maintenance and Repair Manual and disconnect and remove both Port and Starboard Ailerons and Trim Tabs.

(b) Remove all "open" ball race bearings used on hinge bearings only.

Cont. . . .

2. (c) De-grease the races removed using Trichlorethylene (Stores Ref.33C/547), and inspect the ball races for pitting and corrosion. If this condition is evidenced the bearings should be rejected.

(d) Re-pack serviceable or new bearings with Grease D.T.D. 900/4408 (S 3074), (Ref. 34B/423151), which is Grease D.T.D. 825 with 10% graphite incorporated.

(e) Before fitting the races to their respective brackets, it will be necessary to ensure that the bonding between the "main earth" and the bracket has a contact resistance of not more than .05 ohm. measured with a standard bonding tester.

(f) If the reading cannot be obtained it will be necessary to remove one bolt only at the bracket concerned, and the bolt contact area at both ends cleaned of all paint and then treated by an application of D.T.D.5503 (Ref. 33C/1402) which has for its base Zinc Oxide.

(g) After the bolt has been replaced and tightened the surplus oxide should be carefully wiped off and cleaned at both ends with Trichlorethylene (Stores Ref.33C/547), and a coat of Blue Oil Paint D.T.D.827 (Stores Ref. 33B/1076) given to the area disturbed.

(h) Clean off all old grease from the race securing pins and use grease D.T.D. 900/4408 (Ref. 34B/423151) where the pins require lubrication, and re-fit the bearings.

(j) Re-fit the Ailerons and Trim Tabs, and carry out a standard Flying Control Inspection, and a bonding test between the aileron control surfaces and "main earth".

The contact resistance should not exceed .5 ohms when a pressure of 40 lbs is applied to the surfaces to simulate working conditions

NOTE: The figure of .5 ohms at this position is acceptable owing to the differences encountered with the conductivity of individual dry bearings.

Production aircraft will conform to this standard, and the appropriate Manuals will be amended.

Cont... .....

At each subsequent relevant servicing, wipe clean all open bearings on the aileron and trim tab hinge bearings, and re-grease with grease D.T.D. 900/4408.

This information has been issued by the Ministry of Supply as Special Technical Instruction/Vampire/157A.

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TECHNICAL NEWS SHEET

SERIES V No 613. DATE 3.2.56.

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

Issued

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

INSTRUCTIONS FOR FITTING A NEW WINDSCREEN TO VAMPIRE TRAINER AIRCRAFT.

Removal of Old Screen.

Unscrew the three masking strips and remove the windscreen com with seal. The de-icing fairing attached to the fuselage which is ind of it is left in situ and only the lower masking strip needs to be re allow the windscreen to be extracted.

Clean out the Boscoprene 2100 remaining in the windscreen cast recesses without the assistance of any solvent, as traces of such a c may remain and subsequently de-laminate the replacement screen.

Fitting of New Screen.

Examine the replacement screen carefully for any signs of dama particularly on the edge of the front laminate. If damage does exist decided to continue to fit the screen, the fact should be noted for f reference should the screen eventually fail.

Protect both faces of the replacement screen with a piece of c cut to within $\frac{1}{2}$" of the edge of the screen and attach it to the surfa some suitable adhesive, ensuring that this adhesive does not come int with the edge of the screen.

Fit the new seal to the replacement screen with a thin film of 2100. (Note: No other material must be used.) Carefully insert the scr the casting and if it is possible to push the screen upwards to make firmly in the top recess, a piece of matural rubber (approximately 40 Hardness) of the required thickness and width should be inserted betw bottom of the screen and the casting to hold the screen in this posit illustrated in figure 1.

Contir

The masking strips should then be carefully fitted and temporarily s shown in figure 2, and a check carried out to ensure that a gap of .100" is maintained between the edge of the outer glass laminate and ng strips. If it is found necessary, the strips should be removed and obtain this clearance. The same requirements apply to the bottom front trip. Throughout this operation care should be taken that the glass does and that in fitting the masking strips they do not touch the edge of the inate, as this may cause a damage mark.

When the correct gaps have been obtained remove the masking strips indscreen. Liberally coat the casting recesses and the windscreen seal oprene 2100 and replace the windscreen. It is the bottom masking strip replaced first.

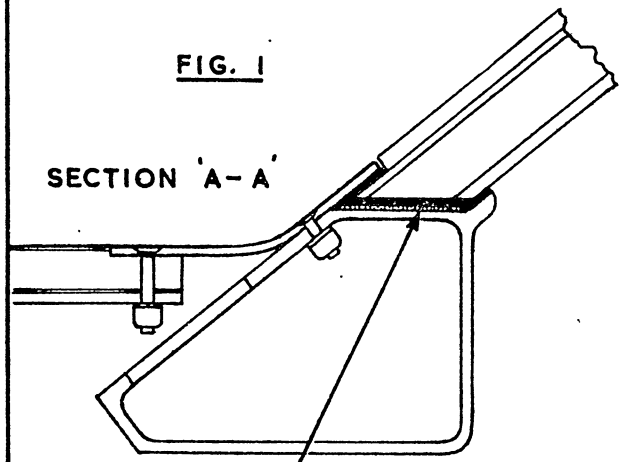
Fit the three masking strips by bolting at the ends, check that the been maintained then replace the remaining bolts and tighten each one vely, in a sequence starting from the centre of each masking strip and outwards to the ends.

The windscreen should be left for 24 hours to allow the Boscoprene to any surplus material is then removed without the use of solvents.

MAINTAIN GAP OF ·05"–·075" BETWEEN WINDSCREEN AND MASKING STRIPS (·05" – ·100" ON VAMPIRE T11 AIRCRAFT)

FIG. 1

SECTION 'A–A'

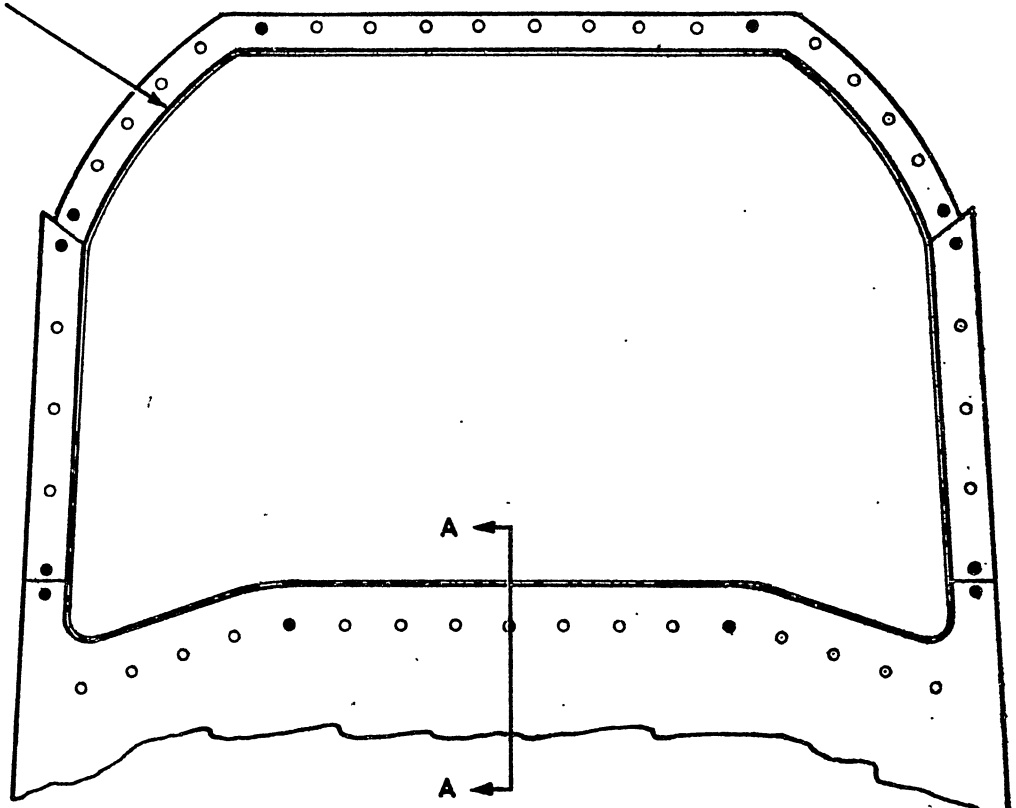


THIS FACE MAY BE PACKED WITH A PIECE OF NATURAL RUBBER (APPROX 40 SHORE HARDNESS) TO RETAIN THE WINDSCREEN FIRMLY IN THE TOP RECESS

TNS. V 613. VE 449

TEMPORARY BOLT MASKING STRIPS AND DE-ICER FAIRING AT HOLES MARKED THUS:- •

FIG. 2



WHEN FINALLY BOLTING DOWN COMMENCE AT CENTRE OF FAIRING AND MASKING STRIPS AND WORK OUTWARDS TO THE ENDS

ADVANCE C
Check

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TECHNICAL NEWS SHEET

SERIES V No 613 Issue 2 DATE 10.5.56.

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 3.2.5 BUT DRAWING R.12.FC.106. IS TO BE RETAINED.
VAMPIRE AIRFRAME. GENERAL CIRCULATION.
SUB HEADING 7. FUSELAGE ASSEMBLY.

INSTRUCTIONS FOR FITTING A NEW WINDSCREEN TO VAMPIRE TRAINER AIRCRAFT.

Removal of Old Screen.

Unscrew the four masking strips and remove the windscreen compl with seal. Note: Only the portion of the de-icing Fairing forming t windscreen bottom masking strip needs to be removed.

Clean out the Boscoprene 2100 remaining in the windscreen casti recesses without the assistance of any solvent, as traces of such a modity may remain and subsequently de-laminate the replacement scree

Fitting of New Screen.

Examine the replacement screen carefully for any signs of damag particularly on the edge of the front laminate. If damage does exist it is decided to continue to fit the screen, the fact should be note future reference should the screen eventually fail.

Protect both faces of the replacement screen with a piece of ca board cut to within $\frac{1}{2}$" of the edge of the screen and attach it to th surface with some suitable adhesive, ensuring that this adhesive doe come into contact with the edge of the screen.

Fit the new seal to the replacement screen with a thin film of prene 2100. (Note: No other material must be used.) Carefully insert screen into the casting and if it is possible to push the screen upw to make it seat firmly in the top recess, a piece of natural rubber imately 40 Shore Hardness) of the required thickness and width shoul inserted between the bottom of the screen and the casting to hold th screen in this position, as illustrated in figure 1.

Contin

The masking strips should then be carefully fitted and temporarily
l, as shown in figure 2, and a check carried out to ensure that a gap
)0" to .100" is maintained between the edge of the outer glass laminate
ıe masking strips. If it is found necessary, the strips should be re-
and filed to obtain this clearance. The same requirements apply to the
ı front masking strip. Throughout this operation care should be taken
:he glass does not move and that in fitting the masking strips they do
)uch the edge of the front laminate, as this may cause a damage mark.

When the correct gaps have been obtained remove the masking strips
ıe windscreen. Liberally coat the casting recesses and the windscreen
vith Boscoprene 2100 and replace the windscreen. The bottom masking strip
:rred to in the next paragraph as de-icer Fairing) should be fitted first.

Fit the three masking strips by bolting at the ends, check that the
ıave been maintained. then replace the remaining bolts and tighten each
:ogressively, in a sequence starting from the centre of each masking strip
ıe de-icer fairing and working outwards to the ends.

The windscreen should be left for 24 hours to allow the Boscoprene
re, and any surplus material is then removed without the use of solvents.

This information is covered by Special Technical Notice/Vampire/50 issued by R.D.A. (Defects) Ministry of Supply, St. Giles Court, St. Giles High Street, London, W.C.2.

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Stencil Box

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DE HAVILLAND SERVICE

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RRAF TECH ORDER.
1 of 3. Sect 2. S; Sect A45 (Issue)

TECHNICAL NEWS SHEET

SERIES V NO 614 DH AIRCRAFT DATE 9.2.56

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.

LOCKHEED: HYDRAULIC COMPONENTS INTERCHANGEABILITY CHART.

Based on Lockheed Drawings SK 1856 and SK 2357 the accompanying c covering the interchangeability of Lockheed hydraulic components fitted to all Marks of Vampire and Venom aircraft, is issued for information and gui

Referring to the first chart in this Technical News Sheet, it is that under vertical column headed Vampire Mk 11, 22, 55 AIR 459 and on hor line AIR 42280 the wording in the rectangle is indistinct. This should re follows:-

SYNTHETIC EQUIVALENT

Lockheed Part Numbers have the prefix AIR. Components with Part Nu in the 40,000 series have seals of synthetic base for use with D.T.D. 585 Components with Part Numbers in the 50,000, 60,000 and 70,000 series are f with seals of natural rubber base for use with Lockheed 22 fluid. The onl ions from the above are those components which do not contain seals and ca therefore be used with either fluid.

B.H. Gibbs
Sqdn
S.

Source :- D/H. TNS. V 614 ....

Distribution :- OC MU (1)
ARS. (2)
OC Equip (1)
SESO. (1)
GTS (1)
Tech Stats (1)
1 Sqdn. (3)
2 Sqdn. (3)

Issued
2/8/56.

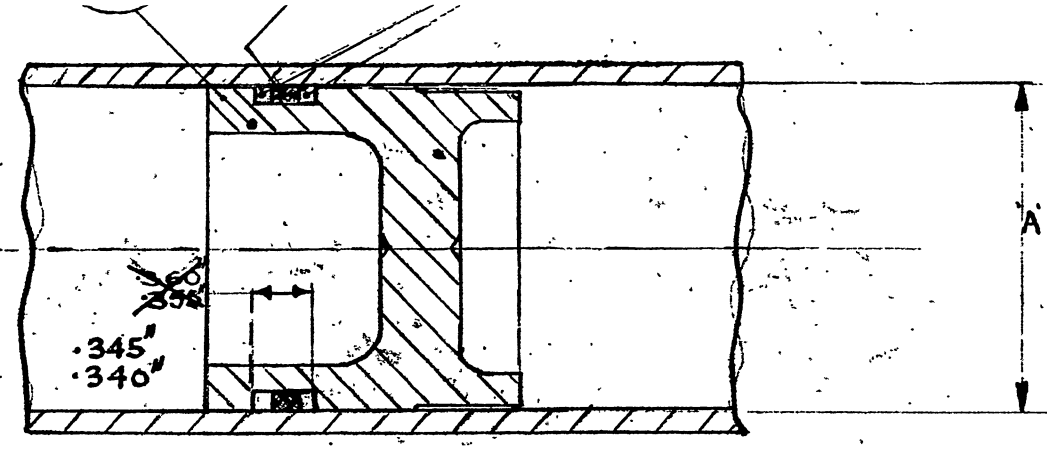
UNIT Nº	DESCRIPTION	AIR 403	MK F21 AIR 422	MK 1. & MK 52. AIR 426	MK 50. AIR 429	MK 4. & MK 54. AIR 433	MK 54. AIR 449	MK 51.	MK 55 AIR 459	AIR 460	MK 53 AIR 470	AIR 471.
AIR. 34126	NON - RETURN VALVE.	*	*	*	*	*	*	*	*	*	*	*
AIR 40008	FLAP JACK	*	*	*	*		*		*			
AIR. 40010	UNDERCARRIAGE JACK	*				* FLAP		* FLAP				* FLAP
AIR 40012	NOSE WHEEL STRUT.	*										
AIR 40014	MAIN U/C STRUT.	*										
AIR. 40015	MAIN U/C STRUT.	*										
AIR. 40016	ACCUMULATOR.	*	*	*	*	*	*	*	*	*	*	*
AIR 40018	RELEASE VALVE.	*	*	*	*	*	*	*	*	*	*	*
AIR 40020	CUT-OUT VALVE.	*	*	*	*		*	*	*			
AIR. 40022	DIVE - BRAKE JACK.	*	*	*	*		*		*			
AIR. 40068	SEQUENCE VALVE.					*		*		*		*
AIR. 40272	DIVE BRAKE SELECTOR VALVE	*	*	*	*	*	*	*	*	*	*	*
AIR. 40504	BY-PASS VALVE.	*	*	*	*	*	*	*	*	*	*	*
AIR. 40542	NOSE WHEEL JACK.	*	*	*	*	*						
AIR. 40702	MISC. FITTINGS AIRFRAME	*	*	*	*							
AIR 40704	MISC FITTINGS ENGINE	*	*	*	*	*						
AIR 40758	NOSE WHEEL SELECTOR VALVE.					*		*		*	*	*
AIR 41192	MAIN U/C JACK.		*	*	*		*		*			
AIR 41472	U/C DOOR JACK					*		*		*		*
AIR 41474	DIVE BRAKE JACK.					*		*		*	*	*
AIR 41478	MISC FITTINGS. AIRFRAME					*						
AIR 41502	DECK HOOK DAMPER.		*									
AIR 41684	MAIN U/C JACK.					*		*		*		*
AIR 41754	CANOPY JACK						*	*	*			*
AIR 41792	CANOPY SELECTOR VALVE.						*	*	*			*
AIR 41932	NOSE WHEEL JACK.						*	*	*	*		*
AIR 42014	SEQUENCE VALVE.										*	
AIR 42024	U/C DOOR JACK										*	
AIR 42166	MISC. FITTINGS. ENGINE							*				*
AIR 42168	MISC. FITTINGS. AIRFRAME							*				*
AIR 42190	MISC. FITTINGS. AIRFRAME									*		
AIR 42202	WING FOLDING JACK.									*	*	
AIR 42208	FLAP JACK									*	*	
AIR 42268	CUT-OUT VALVE					*				*	*	*
AIR 42280	NOSE WHEEL STRUT.								AUSTRALIAN * ONLY			
AIR 42360	NOSE WHEEL RETRACTION JACK.										*	
AIR 42384	DECK HOOK DAMPER.									*	*	
AIR 42408	MULTIPLE NON-RETURN VALVE.									*	*	*

AIR 42420	MISC. FITTINGS AIRFRAME										*	
AIR 42422	MISC. FITTINGS ENGINE									*	*	
AIR 42426	ACCUMULATOR DECK HOOK DAMPER									*	*	
AIR 50750	MAIN U/C STRUT.	CANADIAN A/C *										
AIR 50751	MAIN U/C STRUT.	CANADIAN A/C *										
AIR 51756	MAIN U/C STRUT.			*	*							
AIR 51757	MAIN U/C STRUT.			*	*							
AIR 53560	MAIN U/C STRUT.		*				*		*			
AIR 53561	MAIN U/C STRUT.		*				*		*			
AIR 57410	MISC. FITTINGS.						*		*			
AIR 65880	MAIN U/C STRUT.					*		*		*		*
AIR 65881	MAIN U/C STRUT.					*		*		*		*
AIR 60314	COLLAPSE VALVE.									*	*	
AIR 62370	NON-RETURN VALVE RESTRICTOR.									*	*	
AIR 62600	NON-RETURN VALVE.										*	
AIR 70212	NOSE WHEEL STRUT.										*	
AIR 65138	NOSE U/C SHOCK ABSORBER.					*	*	*	*	*		*
AIR 42496	PRESSURE GAUGE ASSY.										*	
AIR 42436	MAIN U/C RETRACTION JACK.										*	
AIR 42438	MAIN U/C LOCK JACK.										*	
AIR 42439	MAIN U/C LOCK JACK.										*	
AIR 42540	ACCUMULATOR - BRAKES.										*	*
AIR 42514	AILERON SERVODYNE.					*						*
AIR 42515	AILERON SERVODYNE.					*						*
AIR 42500	FLOW SURGE RESTRICTOR					*					*	*
AIR 42604	AILERON SERVODYNE.										*	
AIR 42164	SELECTOR VALVE.					*					*	*
AIR 42605	AILERON SERVODYNE										*	
AIR 42622	HAND PUMP.										*	
AIR 65132	NOSE WHEEL STRUT.	CANADIAN A/C *	*	*	*							
AIR 42704	THERMAL RELIEF VALVE.		*			*			*	*	*	*
AIR 42840	FLOW INDICATOR.					*					*	*
AIR 66576	NON-RETURN VALVE.										*	*
AIR 42280	NOSE U/C SHOCK ABSORBER								STN. EQUIP. OF AIR FORCE			
UMC 501	HAND PUMP.	*	*	*	*	*	*	*	*	*		*
UMC 632	THERMAL RELIEF VALVE.	*	*	*	*	*	*	*	*	*	*	*

MARK 4 ONLY.

SYNTHETIC

FOR USE WITH LOCKHEED
22 FLUID.



AIRCRAFT	MOD. Nº.	NEW UNIT AIR Nº	OLD UNIT AIR Nº.	NEW SEPARATOR AIR. Nº.	'A' DIA.	SEAL ADS Nº	FABRIC RING AIR. Nº.
VAMPIRE VAMPIRE SEA VAMPIRE MK.5 VAMPIRE MK 6 VAMPIRE MK50	AIR 403/M/27 AIR 422/M/19 AIR 426/M/15 AIR 429	65132	51540	65130	1·812"/1·808"	115/9	65224
VENOM MK 1 VAMPIRE. N.F. VENOM. N.F. VAMPIRE. T. VENOM SEA VENOM MK 3.	AIR 433/M/18 AIR 449/M/5 AIR 458/M/13 AIR 459/M/6 AIR 460/M/22 AIR 471/M/3.	~~65134~~ OR 65138	54862 OR 64172	64218	2062" 2·058"	115/13	65226.
VENOM SEA	AIR 470/M/8	70212	70200	65128.	1·960"/1·958"	708/12.	42686.

THIS CHANGE IS COVERED BY MOD. Nº E.S.A. 2233.

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HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 614 Issue 2 DATE 10.8.56

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 9.2.

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

LOCKHEED : HYDRAULIC COMPONENTS INTERCHANGEABILITY CHART.

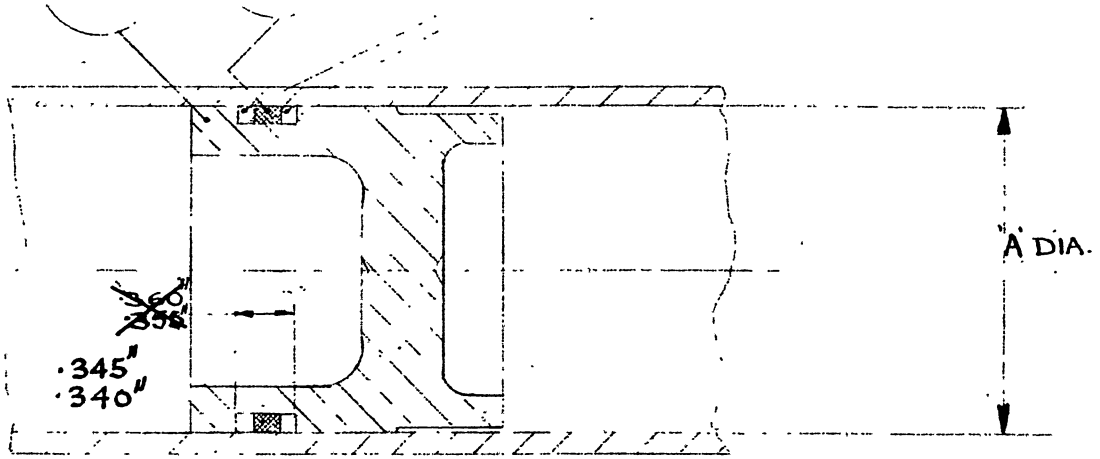
Based on Lockheed Drawings SK.1856 Issue 9. and SK.2357 the ac panying charts covering the interchangeability of Lockheed hydrauli components fitted to all Marks of Vampire and Venom aircraft, is is for information and guidance.

Lockheed Part Numbers have the prefix AIR. Components with Par Numbers in the 40,000 series have seals of synthetic base for use w D.T.D.585 oil. Components with Part Numbers in the 50,000, 60,00C and 70,000 series are fitted with seals of natural rubber base for with Lockheed 22 fluid. The only exceptions from the above are th components which do not contain seals and can therefore be used wit either fluid.

-⊖-O-O-O-O-O-O-O-O-O-O-O-

UNIT Nº	DESCRIPTION	VAMPIRE MK.1 & MK.3 AIR 403	SEA VAMPIRE AIR 422 MK.F.20 MK.F.21	VAMPIRE MK.5 & 9 & 52. AIR 426	VAMPIRE MK.6 & 50 AIR 429	DH 112 VENOM MKS. I & 4 & 50 & 54. AIR 433	D.H. 113 VAMPIRE NIGHT FIGHTER N.F. MK.10 & N.F. MK.54 AIR 449	VENOM NIGHT FIGHTER MK.2 & 51 AIR 458	D.H. 115 VAMPIRE TRAINER MK. 11 & MK.22 & MK.55 AIR 459	SEA VENOM MK. 20. AIR 460	SEA VENOM MK. 21 & MK 53 AIR 470	VENOM MK. 3 AIR 471
	EQUIPMENT SCHEDULES ISSUE Nºs	12	9 10	5 6	6	10 11 14 15 16	8 10	7 8 9 11	7 8 9 11	17 18 22 25	10 11 12 13 22 23 26	8 9 10 17 18 21
AIR. 34126	NON - RETURN VALVE.	*	*	*	*	*	*	*	*	*	*	*
AIR 40008	FLAP JACK	*	*	*	*		*		*			
AIR. 40010	UNDERCARRIAGE JACK.	*				* FLAP		* FLAP				* FLAP
AIR. 40012	NOSE WHEEL STRUT. (NAT. EQUIV. AIR 31540)	*										
AIR. 40014	MAIN U/C STRUT. (NAT. EQUIV. AIR 50750)	*										
AIR. 40015	MAIN U/C STRUT (NAT. EQUIV. AIR 50751)	*										
AIR. 40016	ACCUMULATOR.	*	*	*	*	*	*	*	*	*	*	*
AIR 40018	RELEASE VALVE.	*	*	*	*	*	*	*	*	*	*	*
AIR. 40020	CUT-OUT VALVE.	*	*	*	*	MK. I.	*	*	*			
AIR. 40022	DIVE - BRAKE JACK.	*	*	*	*		*		*			
AIR. 40068	SEQUENCE VALVE.					*		*		*		*
AIR. 40272	DIVE BRAKE SELECTOR VALVE	*	*	*	*	*	*	*	*	*	*	*
AIR. 40504	BY-PASS VALVE.	*	*	*	*	*	*	*	*	*	*	*
AIR. 40542	NOSE WHEEL JACK.	*	*	*	*	*						
AIR. 40702	MISC. FITTINGS AIRFRAME	*	*	*	*							
AIR 40704	MISC. FITTINGS ENGINE	*	*	*	*	*						
AIR 40758	NOSE WHEEL SELECTOR VALVE.					*		*		*	*	*
AIR 41192	MAIN U/C JACK.		*		*							
AIR 41472	U/C DOOR JACK.					*		*		*		*
AIR 41474	DIVE BRAKE JACK.					*		*		*	*	*
AIR 41478	MISC. FITTINGS. AIRFRAME					*						
AIR 41502	DECK HOOK DAMPER.		*									
AIR 43630	MAIN U/C JACK.					*		*		*		*
AIR 43618	CANOPY JACK.						*	*	*			*
AIR 41792	CANOPY SELECTOR VALVE.						*	*	*			*
AIR 41932	NOSE WHEEL JACK.						*	*	*	*		*
AIR 42014	SEQUENCE VALVE.		V614	VE 453	Issue 2						*	

AIR 42024	U/C DOOR [illegible]												
AIR 42166	MISC. FITTINGS. ENGINE							*			*		*
AIR 42168	MISC. FITTINGS. AIRFRAME							*					*
AIR 42190	MISC. FITTINGS. AIRFRAME									*			
AIR 43352	WING FOLDING JACK.									*	*		
AIR 42208	FLAP JACK.									*	*		
AIR 42268	CUT-OUT VALVE					MK4				*	*		*
AIR 42280	NOSE WHEEL STRUT. (MAT. EQUIV. AIR 54862)								AUSTRALIAN ONLY.				
AIR 42360	NOSE WHEEL RETRACTION JACK.										*		
AIR 42394	DECK HOOK DAMPER.									*	*		
AIR 42408	MULTIPLE NON-RETURN VALVE.									*			
AIR 42420	MISC. FITTINGS AIRFRAME										*		
AIR 42422	MISC. FITTINGS ENGINE									*	*		
AIR 42426	ACCUMULATOR DECK HOOK DAMPER									*	*		
AIR 50750	MAIN U/C STRUT. (SYN. EQUIV. AIR 40014)	CANADIAN A/C *											
AIR 50751	MAIN U/C STRUT. (SYN. EQUIV. AIR 40015)	CANADIAN A/C *											
AIR 51756	MAIN U/C STRUT (SYN. EQUIV. AIR 41080)			*	*								
AIR 51757	MAIN U/C STRUT (SYN. EQUIV. AIR 41081)			*	*								
AIR 53560	MAIN U/C STRUT. (SYN. EQUIV. AIR 42270)		*				*		*				
AIR 53561	MAIN U/C STRUT (SYN. EQUIV. AIR 42271)		*				*		*				
AIR 57410	MISC. FITTINGS.						*		*				
AIR 65880	MAIN U/C STRUT.					*		*		*		*	
AIR 65881	MAIN U/C STRUT.					*		*		*		*	
AIR 60314	COLLAPSE VALVE.									*	*		
AIR 62370	NON-RETURN VALVE RESTRICTOR.									*	*		
AIR 62600	NON-RETURN VALVE.										*		
AIR 70212	NOSE WHEEL STRUT.										*		
AIR 65138	NOSE U/C SHOCK ABSORBER. (SYN. EQUIV. AIR 42892)					*	*	*	*	*		*	
AIR 42496	PRESSURE GAUGE ASSY.										*		
AIR 42436	MAIN U/C RETRACTION JACK.										*		
AIR 42438	MAIN U/C LOCK JACK.										*		
AIR 42439	MAIN U/C LOCK JACK.										*		
AIR 42540	ACCUMULATOR - BRAKES.										*	*	
AIR 42514	AILERON SERVODYNE.					*						*	
AIR 42515	AILERON SERVODYNE.					*						*	
AIR 42500	FLOW SURGE RESTRICTOR					*					*	*	
AIR 42604	AILERON SERVODYNE.					*					*		
AIR 42164	SELECTOR VALVE.					*					*	*	
AIR 42605	AILERON SERVODYNE										*		
AIR 43254	HAND PUMP.										*		
AIR 65132	NOSE WHEEL STRUT.	CANADIAN A/C *	*	*	*								
AIR 42704	THERMAL RELIEF VALVE.		*			*			*	*	*	*	
AIR 42840	FLOW INDICATOR.					*					*	*	
AIR 66576	NON-RETURN VALVE.										*	*	
AIR 43676	MAIN U/C JACK.			*			*		*				
AIR 43480	MULTIPLE NON-RETURN VALVE										*	*	
			V 614. VE 453 Issue 2										
UMC 501	HAND PUMP.	*	*	*	*	*	*	*	*	*		*	



FOR USE WITH LOCKHEED 22 FLUID.

AIRCRAFT	MOD Nº.	NEW UNIT AIR Nº.	OLD UNIT AIR Nº.	NEW SEPARATOR AIR. Nº.	'A' DIA.	SEAL ADS Nº.	FABRIC RING AIR. Nº.
VAMPIRE.	AIR 403/M/27	65132	51540	65130	1·812"/1·808"	115/9	65224
VAMPIRE SEA	AIR 422/M/19						
VAMPIRE MK.5	AIR 426/M/15						
VAMPIRE MK 6	AIR 429						
VAMPIRE MK50							
VENOM MK 1	AIR 433/M/18	~~65134~~ OR 65138	54862 OR 64172	64218	2062" 2·058"	115/13	65226.
VAMPIRE. N.F.	AIR 449/M/5						
VENOM. N.F.	AIR 458/M/13						
VAMPIRE. T.	AIR 459/M/6						
VENOM SEA	AIR 460/M/22						
VENOM MK 3	AIR 471/M/3						
VENOM SEA.	AIR 470/M/8	70212	70200	65128.	1·960"/1·958"	708/12.	42686.

THIS CHANGE IS COVERED BY M[redacted]D. Nº E.S.A. 2233

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

TECHNICAL NEWS SHEET

SERIES V No. 614 Issue 4 DATE 6.1.1958

This Technical News Sheet cancels and supersedes Issue 3 dated 11.3.57.

Amendment No 25

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

LOCKHEED HYDRAULIC COMPONENTS:

INTERCHANGEABILITY CHART.

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

Based on Lockheed Drawings SK.1856, Issue 11, and SK. 2357, the accompanying charts, covering the interchangeability of Lockheed hydraulic components fitted to all marks of Vampire and Venom aircraft, issued for information and guidance.

Lockheed part numbers have the prefix "AIR". Components wi part numbers in the 40,000 series have seals of synthetic base for use D.T.D. 585 oil. Components with part numbers in the 50,000, 60,000 and 70,000 series are fitted with seals of natural rubber base for use with Lockheed 22 fluid. The only exceptions to the above are those componer which do not contain seals and can therefore be used with either fluid.

The last Technical News Sheet applicable to Marks 11, 22, 55 and 55A wa
The last Technical News Sheet applicable to Marks 1, 3, 5, 6, 9, 10, 20
50, 52, 52A and 54 was

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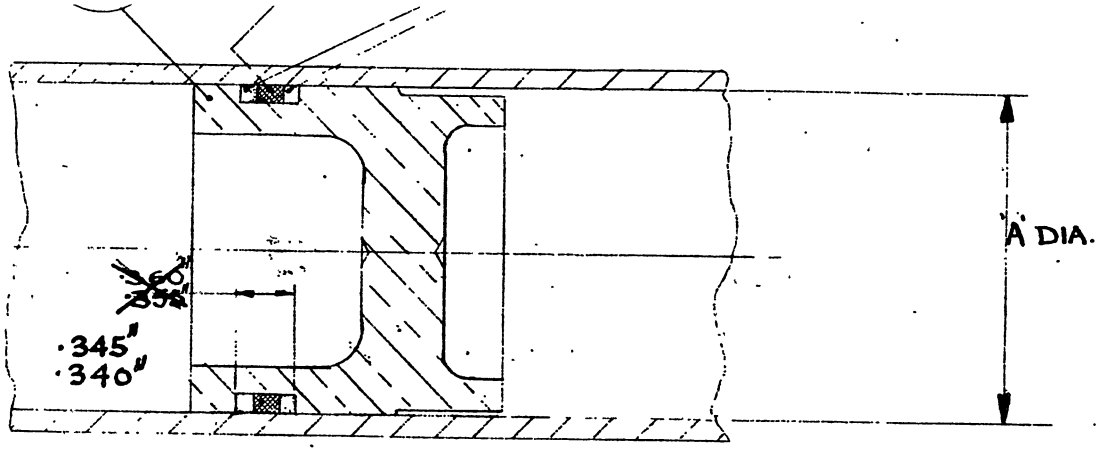
LOCKHEED DRG. SK. 1856 iss. 11. UNIT Nº	DESCRIPTION	VAMPIRE MK.1 & MK.3 AIR 403	SEA VAMPIRE AIR 422 MK. F. 20 MK. F. 21	VAMPIRE MK. 5 & 9 & 52. AIR 426	VAMPIRE MK 6 & 50 AIR 429	DH 112 VENOM MK³ I & 4 & 50 & 54. AIR 433	D.H. 113 VAMPIRE NIGHT FIGHTER N.F. MK. 10 & N.F. MK 54 AIR 449	VENOM NIGHT FIGHTER MK 2, 51 AIR 458	DH 115 VAMPIRE TRAINER MK. 11 & MK. 22 & MK 55 AIR 459	SEA VENOM MK 20 AIR 460	SEA VENOM MK 21 & MK 53 AIR 470	VENOM MK 3 AIR 471
AIR. 34126	NON - RETURN VALVE.	*	*	*	*	*	*	*	*	*	*	*
AIR 40008	FLAP JACK	*	*	*	*		*		*			
AIR. 40010	UNDERCARRIAGE JACK.	*				* FLAP		* FLAP				* FLAP
AIR. 40012	NOSE WHEEL STRUT. (NAT. EQUIV. AIR 31540)	*										
AIR 40014	MAIN U/C STRUT. (NAT. EQUIV. AIR 50750)	*										
AIR 40015	MAIN U/C STRUT (NAT. EQUIV. AIR 50751)	*										
AIR 40016	ACCUMULATOR.	*	*	*	*	*	*	*	*	*	*	*
AIR 40018	RELEASE VALVE.	*	*	*	*	*	*	*	*	*	*	*
AIR 40020	CUT-OUT VALVE.	*	*	*	*		*	*	*			
AIR 40022	DIVE - BRAKE JACK.	*	*	*	*		*		*			
AIR. 40068	SEQUENCE VALVE.					*		*		*		*
AIR 40272	DIVE BRAKE SELECTOR VALVE	*	*	*	*	*	*	*	*	*	*	*
AIR. 40504	BY-PASS VALVE.	*	*	*	*	*	*	*	*	*	*	*
AIR 40542	NOSE WHEEL JACK.	*	*	*	*	*						
AIR 40702	MISC. FITTINGS AIRFRAME	*	*	*	*							
AIR 40704	MISC FITTINGS ENGINE	*	*	*	*	*						
AIR 40758	NOSE WHEEL SELECTOR VALVE.					*		*		*	*	*
AIR 41192	MAIN U/C JACK.		*	*	*		*		*			
AIR 41472	U/C DOOR JACK					*		*		*		*
AIR 41474	DIVE BRAKE JACK.					*		*		*	*	*
AIR 41478	MISC FITTINGS. AIRFRAME					*						
AIR 41502	DECK HOOK DAMPER.		*									
AIR 41684	MAIN U/C JACK.					*		*		*		*
AIR 41754	CANOPY JACK						*	*	*			*
AIR 41792	CANOPY SELECTOR VALVE.						*	*	*			*
AIR 41932	NOSE WHEEL JACK.						*	*	*	*		*
AIR 42014	SEQUENCE VALVE.										*	
AIR 42024	U/C DOOR JACK										*	
AIR 42166	MISC. FITTINGS. ENGINE							*				*
AIR 42168	MISC. FITTINGS. AIRFRAME							*				*
AIR 42190	MISC. FITTINGS. AIRFRAME									*		
AIR 43352	WING FOLDING JACK.									*	*	
AIR 42208	FLAP JACK.									*	*	
AIR 42268	CUT-OUT VALVE					*				*	*	*
AIR 42380	NOSE WHEEL STRUT. (NAT. EQUIV. AIR 54862)											
AIR 42360	NOSE WHEEL RETRACTION JACK.										*	
AIR 42394	DECK HOOK DAMPER.									*	*	
AIR 42408	MULTIPLE NON-RETURN VALVE.									*		

FOR USE WITH LOCKHEED 22 FLUID.



AIRCRAFT	MOD. Nº.	NEW UNIT AIR Nº	OLD UNIT AIR Nº.	NEW SEPARATOR AIR. Nº.	'A' DIA.	SEAL ADS Nº	FABRIC RING AIR Nº
VAMPIRE. VAMPIRE SEA. VAMPIRE. MK.5 VAMPIRE. MK.6 VAMPIRE. MK50	AIR 403/M/27 AIR 422/M/19 AIR 426/M/15 AIR 429	65132	51540	65130	1·812"/1·808"	115/9	65224
VENOM MK 1 VAMPIRE. N.F. VENOM. N.F. VAMPIRE. T. VENOM SEA VENOM. MK.3	AIR 433/M/18 AIR 449/M/5 AIR 458/M/13 AIR 459/M/6 AIR 460/M/22 AIR 471/M/3	~~65134~~ OR 65138	54862 OR 64172	64218	2062" 2·058"	115/13	65226.
VENOM SEA.	AIR 470/M/8	70212	70200	65128.	1·960"/1·958"	708/12.	42686.

THIS CHANGE IS COVERED BY MOD. Nº. E.S.A. 2233.

AIR 42420	MISC. FITTINGS AIRFRAME										*		
AIR 42422	MISC FITTINGS ENGINE										*	*	
AIR 42426	ACCUMULATOR DECK HOOK DAMPER										*	*	
AIR 50750	MAIN U/C STRUT. (SYN EQUIV. AIR40014)	CANADIAN A/C *											
AIR 50751	MAIN U/C STRUT (SYN EQUIV AIR40015)	CANADIAN A/C *											
AIR 51756	MAIN U/C STRUT (SYN EQUIV. AIR41080)			*	*								
AIR 51757	MAIN U/C STRUT (SYN EQUIV. AIR41081)			*	*								
AIR 53560	MAIN U/C STRUT. (SYN EQUIV AIR42270)		*				*		*				
AIR 53561	MAIN U/C STRUT (SYN EQUIV AIR42271)		*				*		*				
AIR 57410	MISC. FITTINGS.						*		*		*		*
AIR 65880	MAIN U/C STRUT.						*		*		*		*
AIR 65881	MAIN U/C STRUT.										*	*	
AIR 60314	COLLAPSE VALVE.										*	*	
AIR 62370	NON-RETURN VALVE RESTRICTOR.											*	
AIR 62600	NON-RETURN VALVE.											*	
AIR 70212	NOSE WHEEL STRUT.												
AIR 65138	NOSE U/C SHOCK ABSORBER. (SYN EQUIV. AIR42892)											*	
AIR 42496	PRESSURE GAUGE ASSY.											*	
AIR 42436	MAIN U/C RETRACTION JACK.											*	
AIR 42438	MAIN U/C LOCK JACK.											*	
AIR 42439	MAIN U/C LOCK JACK.											*	*
AIR 42540	ACCUMULATOR - BRAKES.												*
AIR 42314	AILERON SERVODYNE.					*							*
AIR 42515	AILERON SERVODYNE.					*						*	*
AIR 42500	FLOW SURGE RESTRICTOR					*						*	
AIR 42604	AILERON SERVODYNE.											*	*
AIR 42164	SELECTOR VALVE.					*						*	
AIR 42605	AILERON SERVODYNE											*	
AIR 43254	HAND PUMP.												
AIR 65132	NOSE WHEEL STRUT.	CANADIAN A/C *	*	*	*								
AIR 42704	THERMAL RELIEF VALVE.		*			*			*	*	*	*	
AIR 42840	FLOW INDICATOR					*						*	*
AIR 66576	NON-RETURN VALVE.								*			*	*
AIR 43470	MULTIPLE NON-RETURN VALVE											*	*
AIR 101814	NOSE WHEEL STRUT. (SYNTH. EQUIV. AIR43732)					*	*	*	*	*			*
AIR 43732	NOSE WHEEL STRUT								AUSTRALIAN ONLY *				
UMC 501	HAND PUMP.	*	*	*	*	*	*	*	*	*			*
UMC 632	THERMAL RELIEF VALVE.	*	*	*	*	*	*	*	*	*	*	*	*
UMC 703	NON-RETURN VALVE.	*	*	*	*	*	*	*	*	*	*	*	*

Amend 210 to Vol 3.2

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 614 Issue 3 DATE 11.3.57.

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 10.8.5 but the drawing, Part No. SK.2357, should be retained and the informa on the reverse side of that drawing should be marked "cancelled".

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

LOCKHEED HYDRAULIC COMPONENTS - INTERCHANGEABILITY CHART

Based on Lockheed Drawings SK.1856, Issue 10, and SK.2357, the accompanying charts covering the interchangeability of Lockheed hydraulic components fitted to all marks of Vampire and Venom aircraf are issued for information and guidance.

Lockheed part numbers have the prefix "AIR". Components with part numbers in the 40,000 series have seals of synthetic base for use with D.T.D. 585 oil. Components with part numbers in the 50,000, 60,000 and 70,000 series are fitted with seals of natural rubber base for use with Lockheed 22 fluid. The only exceptions to the above are those components which do not contain seals and can therefore be used with either fluid.

- o - o - o - o - o -

T Woolley

Amend our T.O. to this Standard.

T.N.S. V.614 iss.3
No VE.453 iss.3

EQUIPMENT SCHEDULES ISSUE Nos

UNIT No	DESCRIPTION	VAMPIRE MK1 & MK3 AIR 403	SEA VAMPIRE AIR 422 MK.F.20 MK.F.21	VAMPIRE MK.5 & 9 & 52. AIR 426	VAMPIRE MK6 & 50 AIR 429	DH 112 VENOM MKs 1 & 4 & 50 & 54 AIR 433	D.H. 113 VAMPIRE NIGHT FIGHTER N.F. MK.10 & NF MK54 AIR 449	VENOM NIGHT FIGHTER MK.2 & 51 AIR 458	D.H. 115 VAMPIRE TRAINER MK. 11 & MK. 22 & MK 55 AIR 459	SEA VENOM MK. 20 AIR 460	SEA VENOM MK. 21 & MK 53 AIR 470	VENOM MK. 3 AIR 471
AIR. 34126	NON-RETURN VALVE.	*	*	*	*	*	*	*	*	*	*	*
AIR 40008	FLAP JACK	*	*	*	*		*		*			
AIR. 40010	UNDERCARRIAGE JACK.	*				* FLAP		* FLAP				* FLAP
AIR. 40012	NOSE WHEEL STRUT. (NAT. EQUIV. AIR 31540)	*										
AIR. 40014	MAIN. U/C STRUT. (NAT. EQUIV. AIR 50750)	*										
AIR. 40015	MAIN U/C STRUT (NAT. EQUIV. AIR 50751)	*										
AIR. 40016	ACCUMULATOR.	*	*	*	*	*	*	*	*	*	*	*
AIR 40018	RELEASE VALVE.	*	*	*	*	*	*	*	*	*	*	*
AIR. 40020	CUT-OUT VALVE.	*	*	*	*		*	*	*			
AIR. 40022	DIVE-BRAKE JACK.	*	*	*	*		*		*			
AIR. 40068	SEQUENCE VALVE.					*		*		*		*
AIR. 40272	DIVE BRAKE SELECTOR VALVE	*	*	*	*	*	*	*	*	*	*	*
AIR. 40504	BY-PASS VALVE.	*	*	*	*	*	*	*	*	*	*	*
AIR 40542	NOSE WHEEL JACK.	*	*	*	*	*						
AIR 40702	MISC. FITTINGS AIRFRAME	*	*	*	*							
AIR 40704	MISC. FITTINGS ENGINE	*	*	*	*	*						
AIR 40758	NOSE WHEEL SELECTOR VALVE.					*		*		*	*	*
AIR 41192	MAIN U/C JACK.		*	*	*		*		*			
AIR 41472	U/C DOOR JACK.					*		*		*		*
AIR 41474	DIVE BRAKE JACK.					*		*		*	*	*
AIR 41478	MISC. FITTINGS. AIRFRAME					*						
AIR 41502	DECK HOOK DAMPER.		*									
AIR 41684	MAIN U/C JACK.					*		*		*		*
AIR 41754	CANOPY JACK.						*	*	*			*
AIR 41792	CANOPY SELECTOR VALVE.						*	*	*			*
AIR 41932	NOSE WHEEL JACK.						*	*	*	*		*
AIR 42014	SEQUENCE VALVE.										*	
AIR 42024	U/C DOOR JACK.										*	
AIR 42166	MISC. FITTINGS. ENGINE							*				*
AIR 42168	MISC. FITTINGS. AIRFRAME							*				*
AIR 42190	MISC. FITTINGS. AIRFRAME									*		
AIR 43352	WING FOLDING JACK.									*	*	
AIR 42208	FLAP JACK.									*	*	
AIR 42268	CUT-OUT VALVE					*				*	*	*
AIR 42280	NOSE WHEEL STRUT. (NAT. EQUIV. AIR 54862) -54862								AUSTRALIAN ONLY.			
AIR 42360	NOSE WHEEL RETRACTION. JACK.										*	
AIR 42394	DECK HOOK DAMPER.									*	*	
AIR 42408	MULTIPLE NON-RETURN VALVE.									*		

			1	2	3	4	5	6	7	8	9	10	11
✓	AIR 42420	MISC. FITTINGS AIRFRAME										*	
✓	AIR 42422	MISC. FITTINGS ENGINE									*	*	
✓	AIR 42426	ACCUMULATOR DECK HOOK DAMPER									*	*	
	AIR 50750	MAIN U/C STRUT. (SYN.EQUIV.AIR4001A)	CANADIAN A/C *										
	AIR 50751	MAIN U/C STRUT (SYN.EQUIV.AIR4001B)	CANADIAN A/C *										
	AIR 51756	MAIN U/C STRUT (SYN.EQUIV.AIR41080)			*	*							
	AIR 51757	MAIN U/C STRUT (SYN.EQUIV.AIR41081)			*	*							
	AIR 53560	MAIN U/C. STRUT. (SYN.EQUIV.AIR42270)		*				*		*			
	AIR 53561	MAIN U/C STRUT (SYN.EQUIV.AIR42271)		*				*		*			
✓	AIR 57410	MISC. FITTINGS.						*		*			
✓	AIR 65880	MAIN U/C STRUT.					*		*		*		*
✓	AIR 65881	MAIN U/C STRUT.					*		*		*		*
✓	AIR 60314	COLLAPSE VALVE.									*	*	
✓	AIR 62370	NON-RETURN VALVE RESTRICTOR.									*	*	
✓	AIR 62600	NON-RETURN VALVE.										*	
✓	AIR 70212	NOSE WHEEL STRUT.										*	
	AIR 65138	NOSE U/C SHOCK ABSORBER (SYN.EQUIV.AIR42892) → AIR 43882					*	*	*	*	*		*
✓	AIR 42496	PRESSURE GAUGE ASSY.										*	
✓	AIR 42436	MAIN U/C RETRACTION JACK.										*	
✓	AIR 42438	MAIN U/C LOCK JACK.										*	
✓	AIR 42439	MAIN U/C LOCK JACK.										*	
✓	AIR 42540	ACCUMULATOR - BRAKES.										*	*
✓	AIR 42514	AILERON SERVODYNE.					*						*
✓	AIR 42515	AILERON SERVODYNE.					*						*
✓	AIR 42500	FLOW SURGE RESTRICTOR					*					*	*
✓	AIR 42604	AILERON SERVODYNE.										*	
✓	AIR 42164	SELECTOR VALVE.					*					*	*
✓	AIR 42605	AILERON SERVODYNE										*	
	AIR 43254	HAND PUMP.										*	
✓	A R 65132	NOSE WHEEL STRUT.	CANADIAN A/C *	*	*	*							
✓	AIR 42704	THERMAL RELIEF VALVE		*			*			*	*	*	*
✓	AIR 42840	FLOW INDICATOR.					*					*	*
✓	AIR 66576	NON-RETURN VALVE.										*	*
AIR4347C	AIR 43470	MULTIPLE NON RETURN VALVE										*	*
✓	UMC 501	HAND PUMP.	*	*	*	*	*	*	*	*	*		*
✓	UMC 632	THERMAL RELIEF VALVE.	*	*	*	*	*	*	*	*	*	*	*
✓	UMC 703	NON-RETURN VALVE.	*	*	*	*	*	*	*	*	*	*	*
✓	UMC 704	NON-RETURN VALVE.					*					*	*
✓	UMC 706	NON-RETURN VALVE.	*	*	*	*	*	*	*	*	*	*	*

MARK 4 ONLY

DE HAVILLAND SERVICE
AIRSPEED DIVISION
CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE CHRISTCHURCH 1600 | CABLES HAVILLAND TELEX CHRISTCHURCH | TELEX CHRISTCHURCH 41-53

TECHNICAL NEWS SHEET

Source SERIES V No 614 Issue 5 DATE 24.2.1958
issue w/o

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 4 dated 6.1.1958.

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

VOL 3 - 2 - A45 iss
Superseding & cancelling issue

LOCKHEED HYDRAULIC COMPONENTS:

INTERCHANGEABILITY CHART.

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

Based on Lockheed Drawings SK. 1856, Issue 13, and SK. 2357, the accompanying charts, covering the interchangeability of Lockheed hydraulic components fitted to all marks of Vampire and Venom aircraft, ar issued for information and guidance.

Lockheed part numbers have the prefix "AIR". Components wit part numbers in the 40,000 series have seals of synthetic base for use wit D.T.D. 585 oil. Components with part numbers in the 50,000, 60,000 and 70,000 series are fitted with seals of natural rubber base for use with Lockheed 22 fluid. The only exceptions to the above are those components which do not contain seals and can therefore be used with either fluid.

~~The last Technical News Sheet applicable to Marks 11, 22, 55 and 55A was V~~
~~The last Technical News Sheet applicable to Marks 1, 3, 5, 6, 9, 10, 20, 2~~
~~50, 52, 52A and 54 was V.~~

Dist:- Essentials +
S.E.S.O. 1
O C Equipment Depot ---000--- 2
No. 1 SQD 2
" 2 SQD 2
" 3 SQD 2
" 4 SQD 2
" Components Section 2

Continued.....

DRG. SK.1856 ISSUE 13 Part No.	Description	ISS. 12 VAMPIRE 1, 3.	ISS. 10 SEA VAMPIRE 20,21.	ISS. 8 VAMPIRE 5,9,52.	ISS. 6 VAMPIRE 6,50.	ISS. 18 VENOM 1,4,50, 54.	ISS. 13 VAMPIRE 10,54.	ISS. 14 VENOM 2,51.	ISS. 17 VAMPIRE 11,22, 55.	ISS. 21 SEA VENOM 20.	ISS. 23 SEA VENOM 21,53.	ISS. 24 VENOM 3.
AIR 40016	Accumulator	+	+	+	+	+	+	+	+	+	+	+
AIR 42426	" (Deck Hook Damper)									+	+	
AIR 42540	" (Brakes)										+	+
AIR 41502	Damper. Deck Hook		+									
AIR 42394	" "									+	+	
AIR 40702	Fittings. Misc. Airframe	+	+	+	+							
AIR 40704	" " Engine	+	+	+	+	+						
AIR 41478	" " Airframe					+						
AIR 42166	" " Engine							+				+
AIR 42168	" " Airframe							+				+
AIR 42190	" " Airframe									+		
AIR 42420	" " Airframe										+	
AIR 42422	" " Engine									+	+	
AIR 57410	" " -						+		+			
AIR 42840	Flow Indicator					+					+	+
AIR 42496	Gauge Assy. Pressure										+	
AIR 40008	Jack. Flap.	+	+	+	+		+		+			
AIR 40010	" Main U/C	+				+ Flap		+ Flap				+ Flap
AIR 40022	" Dive Brake	+	+	+	+		+		+			
AIR 40542	" N/Wheel	+	+	+	+	+						
AIR 41192	" Main U/C		+	+	+		+		+			
AIR 41472	" U/C Door					+		+		+		+
AIR 41474	" Dive Brake					+		+		+	+	+
AIR 41684	" Main U/C					+		+		+		+
AIR 41754	" Canopy						+	+	+			+

(Continued)

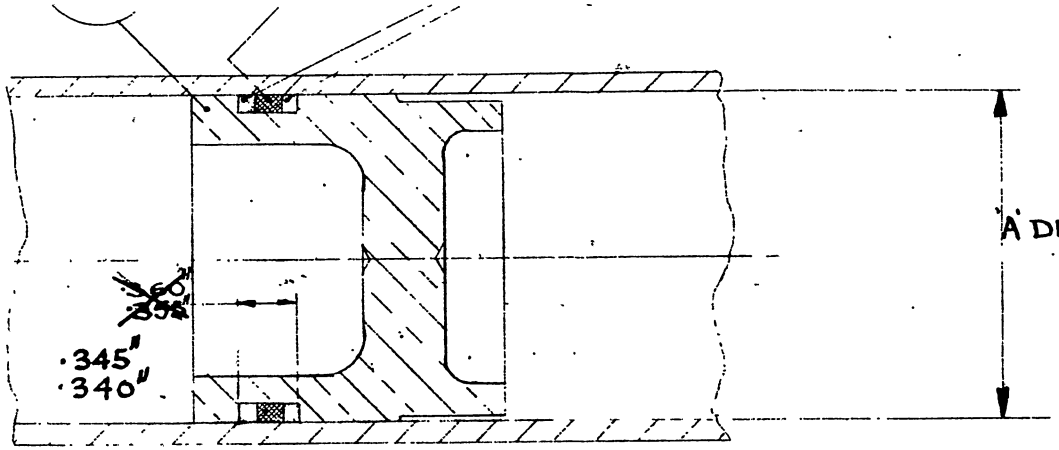
LOCKHEED DRG. SK.1856 iss.13. Part No.	Description	VAMPIRE 1, 3.	SEA VAMPIRE 20, 21.	VAMPIRE 5, 9, 52.	VAMPIRE 6, 50.	VENOM 1, 4, 50, 54.	VAMPIRE 10, 54.	VENOM 2, 51.	VAMPIRE 11, 22, 55.	SEA VENOM 20.	SEA VENOM 21, 53.	VENOM 3.
	(Continuation)											
AIR 41932	Jack. N/Wheel						+	+	+	+		+
AIR 42024	" U/C Door										+	
AIR 43352	" Wing Fold									+	+	
AIR 42208	" Flap									+	+	
AIR 42360	" N/Wheel										+	
AIR 42436	" Main U/C										+	
AIR 42438	" Main U/C Lock										+	
AIR 42439	" " " "										+	
UMC 501	Pump, Hand	+	+	+	+	+	+	+	+	+		+
AIR 43254	" "										+	
AIR 62370	Restrictor											
AIR 42500	" Flow Surge					+				+	+	
AIR 42514	Servodyne, Aileron				(Mk.4 only)						+	+
AIR 42515	" "				(Mk.4 only)	+						+
AIR 42604	" "				(Mk.4 only)	+						+
AIR 42605	" "										+	
AIR 40012	Strut. N/Wheel. (Nat.equiv.AIR 51540)	+									+	
AIR 65132	" " (Nearest syn. AIR 40012)	+ (S.O.O)	+	+	+							
AIR 70212	" "								+ S.O.O			
AIR 43752	" " (Nat.AIR 10814)										+	
AIR 101814	" " (Synth.AIR. 43752)					+	+	+	+	+		+

Part No.	Description												
	(Continuation)												
AIR 40015	Strut. Main. (Nat. AIR 50751)	+											
AIR 50750	" " (Synth. AIR 40014)	+ S.O.O											
AIR 50751	" " (Synth. AIR 40015)	+ S.O.O											
AIR 51756	" " (Synth. AIR 41080)			+	+								
AIR 51757	" " (Synth. AIR 41080)			+	+								
AIR 53560	" " (Synth. AIR 42270)		+				+		+				
AIR 53561	" " (Synth. AIR 42271)		+				+		+				
AIR 65880	" "					+		+		+		+	
AIR 65881	" "					+		+		+		+	
AIR 40020	Valve, Cut-Out	+	+	+	+		+	+	+				
AIR 42268	" " "					+				+	+	+	
AIR 40272	Valve, Selector (Dive Brake)	+	+	+	+	+	+	+	+	+	+	+	
AIR 40758	" " (N/Wheel)					+		+		+	+	+	
AIR 41792	" " (Canopy)						+	+	+			+	
AIR 42164	" " (Servos)					+					+	+	
					(Mk.4 only)								
AIR 40068	Valve. Sequence.					+		+		+		+	
AIR 42014	" "										+		
AIR 40018	Valve. Release.	+	+	+	+	+	+	+	+	+	+	+	
AIR 40504	" By-Pass	+	+	+	+	+	+	+	+	+	+	+	
AIR 60314	" Collapse									+	+		
AIR 42704	Valve, Thermal Relief		+	+		+			+	+	+	+	
UMC 632	" " "	+	+	+	+	+	+	+	+	+	+	+	
AIR 34126	Valve. Non-Return	+	+	+	+	+	+	+	+	+	+	+	
AIR 62600	" " "										+		
AIR 66576	" " "								+		+	+	

(Continued)

LOCKHEED DRG. SK.1856 Iss. 13. Part No.	Description	VAMPIRE 1,3,	SEA VAMPIRE 20,21.	VAMPIRE 5,9,52.	VAMPIRE 6,50.	VENOM 1,4,50, 54.	VAMPIRE 10,54.	VENOM 2,51.	VAMPIRE 11,22, 55.	SEA VENOM 20	SEA VENOM 21,53.	VENOM 3.
	(Continuation)											
UMC 703	Valve, Non-Return	+	+	+	+	+	+	+	+	+	+	+
UMC 704	" " "					+					+	+
UMC 706	" " "	+	+	+	+	+	+	+	+	+	+	+
AIR 42408	Valve, Multiple Non-Return									+		
AIR 43470	" " " "										+	+

Continued overleaf...



FOR USE WITH LOCKHEED 22 FLUID.

AIRCRAFT	MOD. Nº.	NEW UNIT AIR Nº.	OLD UNIT AIR Nº.	NEW SEPARATOR AIR. Nº.	'A' DIA.	SEAL ADS Nº	FABRIC RING AIR Nº
VAMPIRE.	AIR 403/M/27	65132	51540	65130	1·812"/1·808"	115/9	65224
VAMPIRE SEA.	AIR 422/M/19						
VAMPIRE MK.5	AIR 426/M/15						
VAMPIRE MK.6	AIR 429						
VAMPIRE MK50							
VENOM MK 1	AIR 433/M/18						
VAMPIRE. N.F.	AIR 449/M/5	~~65134~~ OR 65138	54862 OR 64172	64218	2062" 2·058"	115/13	65226.
VENOM. N.F.	AIR 458/M/13						
VAMPIRE. T.	AIR 459/M/6						
VENOM SEA	AIR 460/M/22						
VENOM MK 3.	AIR 471/M/3						
VENOM SEA.	AIR 470/M/8	70212	70200	65128.	1·960"/1·958"	708/12.	42686.

THIS CHANGE IS COVERED BY MOD. Nº. E.S.A. 2233.

DE HAVILLAND SERVICE
AIRSPEED DIVISION
CHRISTCHURCH HAMPSHIRE ENGLAND

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

TECHNICAL NEWS SHEET

SERIES V No 614 Issue 6 DATE 9.7.1958

This News Sheet cancels and supersedes Issue 5 dated 24.2.1958
Drawing SK.2357 has been reprinted in this issue.
VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 14. AIRCRAFT SERVICES.

LOCKHEED HYDRAULIC COMPONENTS: INTER-CHANGEABILITY CHART.

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

Based on Lockheed Drawings SK.1856, Issue 13, and SK.2357, Issu the accompanying charts, covering the interchangeability of Lockheed hydraulic components fitted to all marks of Vampire and Venom aircraft, a issued for information and guidance.

Lockheed part numbers have the prefix "AIR". Components with part numbers in the 40,000 series have seals of synthetic base for use wi D.T.D.585 oil. Components with part numbers in the 50,000, 60,000 and 70,000 series are fitted with seals of natural rubber base for use with Lockheed 22 fluid. The only exceptions to the above are those components which do not contain seals and can therefore be used with either fluid.

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The last News Sheet applicable to Marks 11, 22, 55 and 55A was V. 613.
The last News Sheet applicable to Marks 1, 3, 5, 6, 9, 10, 20, 21, 50, 52 52A and 54 was V. 612.

Note of action

Continued...

The inclusion of title block and new part on page 6 actioned on A.L. 283

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DRG. SK.1856 ISSUE 13 Part No.	Description	ISS. 12 VAMPIRE 1, 3.	ISS. 10 SEA VAMPIRE 20,21.	ISS. 8 VAMPIRE 5,9,52.	ISS. 6 VAMPIRE 6,50.	ISS. 18 VENOM 1,4,50, 54.	ISS. 15 VAMPIRE 10,54.	ISS. 14 VENOM 2,51.	ISS. 17 VAMPIRE 11,22, 55.	SEA VENOM 20.	SEA VENOM 21,53.	VENOM 3.
AIR 40016	Accumulator	+	+	+	+	+	+	+	+	+	+	+
AIR 42426	" (Deck Hook Damper)									+	+	
AIR 42540	" (Brakes)										+	+
AIR 41502	Damper. Deck Hook		+									
AIR 42394	" "									+	+	
AIR 40702	Fittings. Misc. Airframe	+	+	+	+							
AIR 40704	" " Engine	+	+	+	+	+						
AIR 41478	" " Airframe					+						
AIR 42166	" " Engine							+				+
AIR 42168	" " Airframe							+				+
AIR 42190	" " Airframe									+		
AIR 42420	" " Airframe										+	
AIR 42422	" " Engine									+	+	
AIR 57410	" " -						+		+			
AIR 42840	Flow Indicator					+					+	+
AIR 42496	Gauge Assy. Pressure										+	
AIR 40008	Jack. Flap.	+	+	+	+		+		+			+
AIR 40010	" Main U/C	+				+ Flap		+ Flap				Flap
AIR 40022	" Dive Brake	+	+	+	+		+		+			
AIR 40542	" N/Wheel	+	+	+	+	+						
AIR 41192	" Main U/C		+	+	+		+		+			
AIR 41472	" U/C Door					+		+		+		+
AIR 41474	" Dive Brake					+		+		+	+	+
AIR 41684	" Main U/C					+		+		+		+
AIR 41754	" Canopy						+	+	+			+

(Continued)

LOCKHEED DRG. SK.1856 Iss.13. Part No.	Description	VAMPIRE 1, 3.	SEA VAMPIRE 20, 21.	VAMPIRE 5, 9, 52.	VAMPIRE 6, 50.	VENOM 1, 4, 50, 54.	VAMPIRE 10, 54.	VENOM 2, 51.	VAMPIRE 11, 22, 55.	SEA VENOM 20.	SEA VENOM 21, 53.	VENOM 3.
	(Continuation)											
AIR 41932	Jack. N/Wheel						+	+	+	+		+
AIR 42024	" U/C Door										+	
AIR 43352	" Wing Fold									+	+	
AIR 42208	" Flap									+	+	
AIR 42360	" N/Wheel										+	
AIR 42436	" Main U/C										+	
AIR 42438	" Main U/C Lock										+	
AIR 42439	" " " "										+	
UMC 501	Pump, Hand	+	+	+	+	+	+	+	+	+		+
AIR 43254	" "										+	
AIR 62370	Restrictor											
AIR 42500	" Flow Surge					+				+	+	
											+	+
AIR 42514	Servodyne, Aileron				(Mk.4 only)							
						+						
AIR 42515	" "				(Mk.4 only)							+
						+						+
AIR 42604	" "				(Mk.4 only)							
AIR 42605	" "										+	
											+	
AIR 40012	Strut. N/Wheel. (Nat.equiv.AIR 51540)	+										
AIR 65132	" " (Nearest syn. AIR 40012)	+ (S.O.O)	+	+	+							
AIR 70212	" "										+	
AIR 43752	" " (Nat.AIR 101814.								+ S.O.O			
AIR 101814	" " (Synth.AIR. 43752)					+	+	+	+	+		+

Part No.	Description	1, 3.	VAMPIRE 20,21.	5,9,52.	6,50.	1,4,50, 54.	10,54.	2,51.	11,22, 55.	VENOM 20.	VENOM 21,53.	5.
	(Continuation)											
AIR 40015	Strut. Main. (Mat. AIR 50751)	+										
AIR 50750	" " (Synth. AIR 40014) S. O. O	+										
AIR 50751	" " (Synth. AIR 40015) S. O. O	+										
AIR 51756	" " (Synth. AIR 41080)			+	+							
AIR 51757	" " (Synth. AIR 41080)			+	+							
AIR 53560	" " (Synth. AIR 42270)		+				+		+			
AIR 53561	" " (Synth. AIR 42271)		+				+		+			
AIR 65880	" "					+		+		+		+
AIR 65881	" "					+		+		+		+
AIR 40020	Valve, Cut-Out	+	+	+	+		+	+	+			
AIR 42268	" " "					+				+	+	+
AIR 40272	Valve, Selector (Dive Brake)	+	+	+	+	+	+	+	+	+	+	+
AIR 40758	" " (N/Wheel)					+		+		+	+	+
AIR 41792	" " (Canopy)						+	+	+			+
AIR 42164	" " (Servos)					+					+	+
						(Mk. 4 only)						
AIR 40068	Valve. Sequence.					+		+		+		+
AIR 42014	" "										+	
AIR 40018	Valve. Release.	+	+	+	+	+	+	+	+	+	+	+
AIR 40504	" By-Pass	+	+	+	+	+	+	+	+	+	+	+
AIR 60314	" Collapse									+	+	
AIR 42704	Valve, Thermal Relief		+	+		+			+	+	+	+
UMC 632	" " "	+	+	+	+	+	+	+	+	+	+	+
AIR 34126	Valve. Non-Return	+	+	+	+	+	+	+	+	+	+	+
AIR 62600	" " "										+	
AIR 66576	" " "								+		+	+

(Continued)

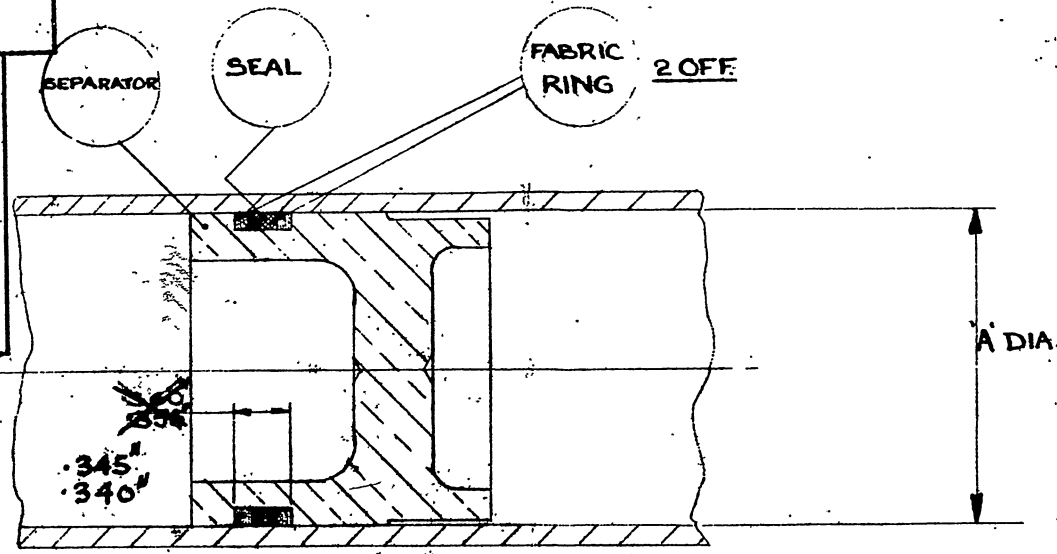
LOCKHEED DRG. SK.1856 Iss. 13. Part No.	Description	VAMPIRE 1,3,	SEA VAMPIRE 20,21.	VAMPIRE 5,9,52.	VAMPIRE 6,50.	VENOM 1,4,50, 54.	VAMPIRE 10,54.	VENOM 2,51.	VAMPIRE 11,22, 55.	SEA VENOM 20	SEA VENOM 21,53.	VENOM 3.
	(Continuation)											
UMC 703	Valve, Non-Return	+	+	+	+	+	+	+	+	+	+	+
UMC 704	" " "					+					+	+
UMC 706	" " "	+	+	+	+	+	+	+	+	+	+	+
AIR 42408	Valve, Multiple Non-Return									+		
AIR 43470	" " " "										+	+

Continued overleaf...

LOCKHEED
PART Nº SK 2357 (ISSUE 1.)

IMPROVED SEPARATOR SEALING ON VENOM AND VAMPIRE NOSE STRUTS

FOR USE WITH LOCKHEED 22 FLUID



AIRCRAFT	MOD Nº	NEW UNIT AIR Nº	OLD UNIT AIR Nº	NEW SEPARATOR AIR Nº	'A' DIA.	SEAL ADS Nº	FABRIC RING AIR Nº
VAMPIRE.	AIR 403/M/27	65132	51540	65130	1·812"/1·808"	115/2	65224
VAMPIRE SEA	AIR 422/M/19						
VAMPIRE MK 5	AIR 426/M/15						
VAMPIRE MK 6	AIR 429						
VAMPIRE MK 50							
VENOM MK 1	AIR 433/M/18	65134 OR 65138	54862 OR 64172	64218	2062" 2·058"	115/13	65226.
VAMPIRE NF	AIR 442/M/5						
VENOM NF	AIR 458/M/13						
VAMPIRE T.	AIR 459/M/6						
VENOM SEA	AIR 460/M/22						
VENOM MK 3	AIR 471/M/3						
VENOM SEA	AIR 470/M/8	70212	70200	65128	1·960"/1·958"	708/12.	426.86.

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

TECHNICAL NEWS SHEET

SERIES V No 614 Issue 7 DATE 3.9.1958

AIRCRAFT

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

This News Sheet cancels and supersedes Issue 6 dated 9.7.1958

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

LOCKHEED HYDRAULIC COMPONENTS: INTER-CHANGEABILITY CHART.

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

Based on Lockheed Drawings SK.1856, Issue 14, and SK.2357, Is the accompanying charts, covering the interchangeability of Lockheed hydraulic components fitted to all marks of Vampire and Venom aircraft, issued for information and guidance.

Lockheed part numbers have the prefix "AIR". Components with part numbers in the 40,000 series have seals of synthetic base for use with D.T.D.585 oil. Components with part numbers in the 50,000, 60,000 and 70,000 series are fitted with seals of natural rubber base for use with Lockheed 22 fluid. The only exceptions to the above are those components which do not contain seals and can therefore be used with either fluid.

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The last News Sheet applicable to Marks 11, 22, 55 and 55A was V. 613.
The last News Sheet applicable to Marks 1, 3, 5, 6, 9, 10, 20, 21, 50, 52A and 54 was V. 612.

Continued.

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Amendment action on A.L.29c

13.1

Part No.	Description	VAMPIRE 1, 3.	SEA VAMPIRE 20,21.	VAMPIRE 5,9,52.	VAMPIRE 6,50.	VENOM 1,4,50, 54.	VAMPIRE 10,54.	VENOM 2,51.	VAMPIRE 11,22, 55.	SEA VENOM 20.	SEA VENOM 21,53.	VENOM 3.
AIR 40016	Accumulator	+	+	+	+	+	+	+	+	+	+	+
AIR 42426	" (Deck Hook Damper)									+	+	+
AIR 42540	" (Brakes)											
AIR 41502	Damper. Deck Hook		+							+	+	
AIR 42394	" "											
AIR 40702	Fittings. Misc. Airframe	+	+	+	+							
AIR 40704	" " Engine	+	+	+	+	+						
AIR 41478	" " Airframe					+		+				+
AIR 42166	" " Engine							+				+
AIR 42168	" " Airframe									+		
AIR 42190	" " Airframe										+	
AIR 42420	" " Airframe									+	+	
AIR 42422	" " Engine						+		+			
AIR 57410	" " -											
AIR 42840	Flow Indicator					+					+	+
AIR 42496	Gauge Assy. Pressure										+	
AIR 40008	Jack. Flap.	+	+	+	+		+		+			+
AIR 40010	" Main U/C	+				+ Flap		+ Flap				Flap
AIR 40022	" Dive Brake	+	+	+	+		+		+			
AIR 40542	" N/Wheel	+	+	+	+	+						
AIR 41192	" Main U/C		+	+	+		+		+			
AIR 41472	" U/C Door					+		+		+		+
AIR 41474	" Dive Brake					+		+		+	+	+
AIR 41684	" Main U/C					+		+		+		+
AIR 41754	" Canopy						+	+	+			+

(Continued)

LOCKHEED DRG. SK.1856 iss. 11. Part No.	Description	VAMPIRE 1, 3.	SEA VAMPIRE 20, 21.	VAMPIRE 5, 9, 52.	VAMPIRE 6, 50.	VENOM 1, 4, 50, 54.	VAMPIRE 10, 64.	VENOM 2, 51.	VAMPIRE 11, 22, 55.	SEA VENOM 20.	SEA VENOM 21, 53.	VENOM 3.
	(Continuation)											
AIR 41932	Jack. N/Wheel						+	+	+	+		+
AIR 42024	" U/C Door										+	
AIR 43352	" Wing Fold									+	+	
AIR 42208	" Flap									+	+	
AIR 42360	" N/Wheel										+	
AIR 42436	" Main U/C										+	
AIR 42438	" Main U/C Lock										+	
AIR 42439	" " " "										+	
UMC 501	Pump, Hand	+	+	+	+	+	+	+	+	+		+
AIR 43254	" "										+	
AIR 62370	Restrictor											
AIR 42500	" Flow Surge					+				+	+	
											+	+
AIR 42514	Servodyne, Aileron				(Mk.4 only)							
						+						
AIR 42515	" "				(Mk.4 only)							+
						+						+
AIR 42604	" "				(Mk.4 only)							
AIR 42605	" "										+	
											+	
AIR 40012	Strut. N/Wheel. (Nat.equiv. AIR 51540)	+										
AIR 65132	" " (Nearest syn. AIR 40012)	+ (S.O.O)	+	+	+							
AIR 70212	" "										+	
AIR 43752	" " (Nat. AIR 101814)								+ S.O.O			
AIR 101814	" " (Synth. AIR. 43752)					+	+	+	+	+		+

Part No.	Description	1,3.	20,21.			54.			55.	20.	21,53.	
	(continuation)											
AIR 40015	Strut. Main. (Nat. AIR 50751)	+										
AIR 50750	" " (Synth. AIR 40014)	+ S.O.0										
AIR 50751	" " (Synth. AIR 40015)	+ S.O.0										
AIR 51756	" " (Synth. AIR 41080)			+	+							
AIR 51757	" " (Synth. AIR 41080)			+	+							
AIR 53560	" " (Synth. AIR 42270)		+				+		+			
AIR 53561	" " (Synth. AIR 42271)		+				+		+			
AIR 65880	" "					+		+		+		+
AIR 65881	" "					+		+		+		+
AIR 103500	" "								+(Mk. 11 only)			
AIR 103501	" "								+(Mk. 11 only)			
AIR 40C20	Valve, Cut Out	+		+	+			+	+			
AIR 42268	" " "					+				+	+	+
AIR 40272	Valve, Selector (Dive Brake)	+	+	+	+	+	+	+	+	+	+	+
AIR 40758	" " (N/Wheel)					+		+		+	+	+
AIR 41792	" " (Canopy)						+	+	+			+
AIR 42164	" " (Servos)					+ (Mk. 4 only)					+	+
AIR 40068	Valve, Sequence.					+		+		+		+
AIR 42014	" "										+	
AIR 40018	Valve, Release.	+	+	+	+	+	+	+	+	+	+	+
AIR 40504	" By-Pass	+	+	+	+	+	+	+	+	+	+	+
AIR 60314	" Collapse									+	+	
AIR 42704	Valve, Thermal Relief		+	+		+			+	+	+	+
UMC 632	" " "	+	+	+	+	+	+	+	+	+	+	+

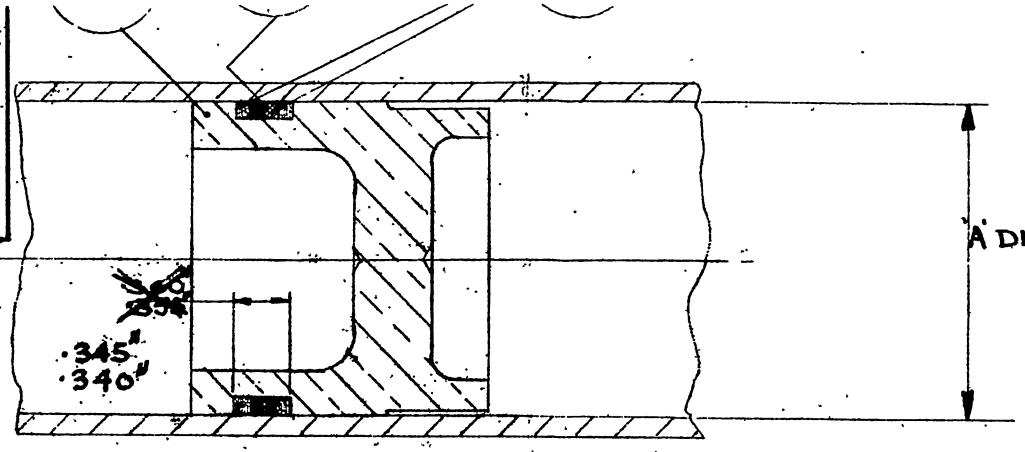
(continued)

LOCKHEED DRG. SK.1856 Iss.14. Part No.	Description	VAMPIRE 1,3.	SEA VAMPIRE 20,21.	VAMPIRE 5,9,52.	VAMPIRE 6,50.	VENOM 1,4,50, 54.	VAMPIRE 10,54.	VENOM 2,51.	VAMPIRE 11,22, 55.	SEA VENOM 20.	SEA VENOM 21,53.	VENOM 3.
AIR 34126	Valve. Non-Return	+	+	+	+	+	+	+	+	+	+	+
AIR 62600	" " "										+	
AIR 66576	" " "								+		+	+
UMC 703	" " "	+	+	+	+	+	+	+	+	+	+	+
UMC 704	" " "					+					+	+
UMC 706	" " "	+	+	+	+	+	+	+	+	+	+	+
AIR 42408	Valve, Multiple Non-Return									+		
AIR 43470	" " " "										+	+

Continued overleaf.....

IMPROVED SEPARATOR SEALING ON VENOM AND VAMPIRE NOSE STRUTS

FOR USE WITH LOCKHEED 22 FLUID.



AIRCRAFT	MOD Nº	NEW UNIT AIR Nº	OLD UNIT AIR Nº	NEW SEPARATOR AIR Nº	'A' DIA.	SEAL ADS Nº	FABRIC RING AIR Nº
VAMPIRE VAMPIRE SEA VAMPIRE MK 4 VAMPIRE MK 6 VAMPIRE MK 50	AIR 403/M/27 AIR 422/M/12 AIR 426/M/15 AIR 429	65132	51540	65130	1·812"/1·808"	115/2	65224
VENOM MK 1 VAMPIRE N.F. VENOM N.F. VAMPIRE T. VENOM SEA VENOM MK 3	AIR 433/M/18 AIR 445/M/5 AIR 458/M/13 AIR 459/M/6 AIR 460/M/22 AIR 471/M/3	65134 OR 65138	54862 OR 64172	64218	2·062" 2·058"	115/13	65226.
VENOM SEA	AIR 470/M/8	70212	70200	65128	1·960"/1·958"	708/12.	42686.

THIS CHANGE IS COVERED BY MOD Nº E.S.A. 2233.

TECHNICAL NEWS SHEETS V.614 AND VE.453 REFER.

GENERAL MACHINING TOLERANCE ± .01" UNLESS OTHERWISE STATED

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

Memo to WO Pattrick 15/2/56 re material

TECHNICAL NEWS SHEET

SERIES V No 615 DATE 10.2.56.

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

RAF working to later methods issued by factory Ex Holland

VAMPIRE AIRFRAME GENERAL CIRCULATION
SUB HEADING 21 - TREATMENT PROTECTIVE

REPAIR OF DAMAGED PAINTWORK D.T.D. 772A.

The following procedure should be adopted for the repair of dama paintwork where the metal is exposed.

1. Baring and cleansing the metal

Remove any loosely adhering paint from around the bare spot by pa the surface with a broad bladed knife. Ensure that the paint rem only on those parts where it is adhering firmly.

It may be advisable if the damaged area is large to mask off and off the paint with an application of approved paint remover.

Wash off all traces of paint or paint remover with cellulose thin

Rub down the edges of the paintwork so as to smooth out the jagge and give a gradual join between bare spot and the surrounding pai Waterproof abrasive should be used dry.

Now apply a thick coat of Deoxodine 202 or a material approved fo purpose by DTD.900. Allow the Deoxodine to remain on the surface least 20 minutes. Wash off the deposit with water, brushing out residue from skin joints, rivets, etc., using compressed air on c etc.. After the removal of paste the surface should not be touche when thoroughly dry, the primer applied as soon as possible.

2. Priming

Spray on one wet coat of Chrometch Primer PR30B to DTD.772A, spra a circular motion and working from the centre outwards. Spray du be carefully avoided. Allow to air dry for 1 hour minimum.

One coat of Cellulose Filler E9 (Grey) DTD.772A may now be applie to dry for 2 hours minimum before scuffing.

If the damage is not on the leading edge of a mainplane, Operatic be commenced.

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Stopping (Mainplane Leading Edges)

If the damaged area is on the leading edge of the mainplane, that is from the front edge to one third back on the upper or lower surface, it must be stoppered to fill all declevities.

Cellulose Stopper E7 (Grey) to DTD. 772A is used and is applied with a flexible knife. Allow to dry for 4 hours minimum and make second application if necessary. When applied stopper has dried hard dry scuff with abrasive paper. Avoid rubbing through primer coat and make sure all dust is washed off and the surface has dried out.

Filling

Whereas the stopper fills local cavities, the object of the filler is to level the surface as a whole.

One coat (two on top surface of wing only) of Cellulose Filler E9 (Grey) to DTD. 772A should be sprayed on to build up the surface to level of the surrounding paintwork. Again start spraying at the centre of the area working outwards. Allow to dry for 2 hours minimum before scuffing.

Rubbing Down

When the filler has dried hard, rub the surface down with waterproof abrasive used wet. Rub with long, light strokes, so that the filler is taken off the ridges and left in the low spots. If exposure of the metal occurs on the high spots, remedy as in Operation 6.

Spot Priming

The bare metal spots exposed during rubbing down should now be touched in with primer. Spray only a thin coat. Apply a further coat of filler. Dry scuff and clean off surfaces.

Finishing Colour

Spray the surface with 2 coats of the matching colour (finishing lacquer TT10B to DTD. 772A). Again commence spraying at the centre working outwards.

Perfect blending of new and old finish is difficult and it may be advisable to re-paint the whole section or panel. Allow to dry for 30 minutes minimum between coats. 8 hours minimum before polishing.

Identification Markings (Colour as appropriate to DTD. 772A)

Apply with spray wherever possible, the adjacent surface being masked off with masking tape and paper.

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9. Polishing

Finally polish the new and surrounding area lightly with cuttin compound and polish, using two clean rags. The cutting compoun (Hendon Polish "C", Stores Ref. 33B/931) should be used only on the application of the final finishing coat, and should be fo by the liquid polish (Hendon Polish A.4, Stores Ref. 33B/1116) obtain final high gloss.

The burnished surfaces should then be wiped down with a clean r

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 616 DATE 13.2.56.

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

Issued

VAMPIRE TAILPLANES - NEEDLESS REJECTION

Cases have occurred of Vampire tailplanes having been needlessly rejected as unserviceable when buckles have been found in vertical angle joining skin stringers.

These angles were added to prevent panting of the skins particula the lower surface, at the cut outs in the rib booms where the spanwise stringers pass through. This panting can cause loose rivets, and in som cases cracking of skin, at the skin to rib joints.

It is emphasised that no structural weakness exists with the verti stiffeners buckled. They will still effectively serve their purpose of connecting stringers to the ribs.

NOTE The above information is covered by Special Technical Notice/Vampi issued by R.D.A. (Defects) Ministry of Supply, St. Giles Court, St. Giles High Street, London W.C.2.

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DE HAVILLAND SERVICE
AIRSPEED DIVISION
CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE
CHRISTCHURCH 1600

CABLES
HAVILLAND TELEX CHRISTCHURCH

TELEX
CHRISTCHURCH 41

TECHNICAL NEWS SHEET

SERIES V No 617 Issue 4 DATE 14.4.1959

AIRCRAFT

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

This News Sheet cancels and supersedes Issue 3 dated 22.12.1958.

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

EMERGENCY OXYGEN SYSTEM:
CHANGE OF POSITION

Vampire Marks 11, 55 and 55A fitted with Mark 9 or 19 Parachute assemblies.
Vampire Mark 22 with Mark 19 or 19A assemblies.

With the emergency oxygen operating cable routed as detailed in S.T. Vampire/150 (published on previous issues of this news sheet and now cancelled by this instruction) it is possible for the cable to loop over the seat height adjusting handle during manoeuvres involving negative 'G'. The emergency oxygen installation is therefore to be modified as detailed below.

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

(a) Disconnect the anchor hook from the static line.

(b) Disconnect the knurled and screwed union connecting the emergency oxygen operating cable to the anchor section of the static line.

(c) Remove the end fitting of the operating cable housing from the anchor socket.

(d) Lift the cushion containing the emergency oxygen cylinder and ensure that the cylinder is placed in its stowage, to achieve the routing shown in the attached sketch (S.T.I./Vampire/150, now cancelled by this instruction, referred).

Continued.....

(e) Cut the whipping securing the black and yellow P.V.C. sleeve to the operating cable housing and slide the sleeve (introduced by S.T.I./Vampire/155 and by Mod.G.13) along the housing until it abuts the anchor socket end fitting of the housing.

(f) Secure each end of the sleeve by whipping with kite cord.

(g) Pass the operating cable through the loop on the underside of the cylinder stowage and then route as follows, depending upon type of parachute fitted.

(i) Parachutes Back Type Mark 9 to Pre-Mod:Para M.151 Standard. Pass the cable through the front tunnel on the right hand side member of the parachute harness. See Drawing I.A.C. P.D.561 (attached).

(ii) Parachutes Back Type Mark 9 with Mod:Para:M.151 Embodied. First satisfy S.T.I./Safety Equipment/37 by re-introducing the front tunnels to the harness, then proceed as at (i) above.

(iii) Parachutes Back Type Mark 19 and 19A First satisfy S.T.I./Safety Equipment/36 by fitting gaiter etc., and secure the emergency oxygen operating cable as detailed therein. Note that it may be found advantageous to remove the P.V.C. covering in the way of the gaiter, whipping the ends with suitable cord as necessary." See Drawing I.A.C. P.D.562 attached.

(h) Lower the cushion and refit the emergency oxygen cylinder between the front inside edge of the seat pan and the front of the personal survival pack.

(j) Connect the knurled and screwed union on the operating cable to the corresponding union on the anchor section of the static line and engage the end fitting of the operating cable housing in the anchor socket.

(k) Connect the anchor hook to the static line.

timated man-hours - ½

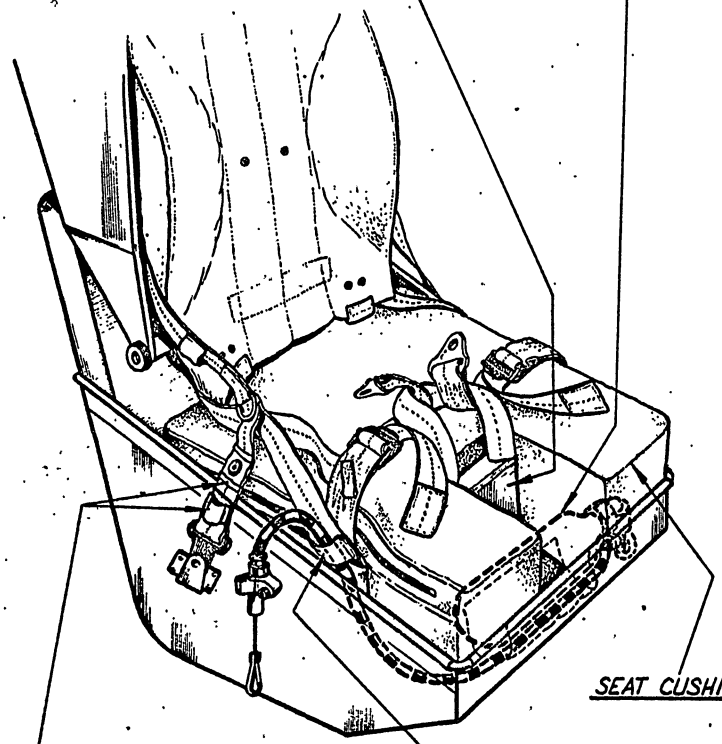
cord on the appropriate Forms.

evious satisfaction of S.T.I./Vampire/150 will render compliance with ra (d) above unnecessary.

Continued....

DRG. Nº. IAC. PD. 561.

10. 3. 59



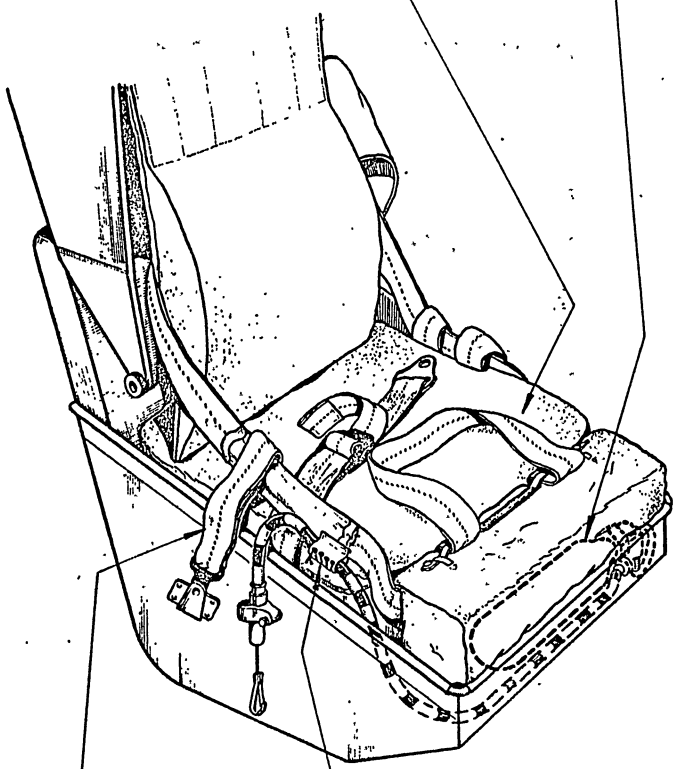
IRRELEVANT DETAILS OF SEAT OMITTED FOR CLARITY.

PARACHUTE ASSEMBLY TYPE B. MK. 9.

Z.18768.

STI. / VAMPIRE / 171 . B.

DRG. Nº. IAC. PD. 562. 11. 3. 59.



IRRELEVANT DETAILS OF SEAT OMITTED FOR CLARITY.

PARACHUTE ASSEMBLY TYPE B. MK. 19 & 19A.

Z.18768.

STI. / VAMPIRE / 171. B.

This information has been issued by the Ministry of Supply as Special Technical Instruction/Vampire/171 (Cancelling S.T.I./Vampire/150, 150A Band C, and 155), as amended by 171C.

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The last News Sheet applicable to the Marks 11,22,55 and 55A was V.616

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

Issue

TECHNICAL NEWS SHEET

Issued on th

SERIES V No 618 Issue 4 AIRCRAFT DATE 22.1.1957

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 9.1 but the drawings should be retained.

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

DISPOSITION OF PERSONAL SURVIVAL PACK, PARACHUTE AND HARNESS AND EMERGENCY OXYGEN INSTALLATION

This information is applicable to all Vampire Trainer Marks 11, 22 and 55, fitted with Martin-Baker Mark 3B ejection seats.

The following information is forwarded in advance of official amendments to Air Publications for information and guidance of all concerned.

1. Incorrect fitment of the above equipment has led to inadverta firing of an oxygen bottle when the seat raising mechanism was ope Restriction of control column movement was attributed to incorrect fitment of a seat cushion in one case and maladjustment of leg restraint straps in another case.

2. Whenever the equipment concerned is to be fitted to a seat th following dispositions are to be observed:-

(a) Personal survival pack. Positioned in the seat pan with lowering line satchel at the rear and the water-and-hair cushion (inside the pack) uppermost. The lowering line satchel must be attached to the pack in such a way that i open-ended metal fitting on one end of the lowering line be attached to the webbing lanyard on the right-hand side the pack. The other end of the lowering line which emer from the left-hand end of the satchel should be readily available for clipping by the aircrew member to the left-side of his life jacket; the free length of the lowering must not be too great. The adjustable straps (carrying the snap hooks which are used to attach the pack to the l

Cont...

should be shortened as much as possible and the loose ends must be tucked down between the sides of the seat pan and the personal pack together with the surplus portion of the lanyard line on the right-hand side of the pack. These points are illustrated in the accompanying fig. 1.

(b) Parachute Pack and Harness. The black back blind must be clipped at its lower edge to the two clips on the seat back, and the connection correctly made between the back blind and the parachute (See A.P.1182., Vol. 1, Sect. 4). The wedge-shaped parachute pack is to be fitted in the parachute cradle with the thin bottom edge behind the corner plates and the top edge pushed home with the restraining straps in the clips at the sides of the cradle. The seat cushion is attached to the parachute harness and must be fitted over the survival pack with the emergency oxygen bottle tied in the stowage on the under-side of the cushion (see para. (d) for details) and located between the survival pack and the front boundary member of the seat pan. Restraining straps are provided on the parachute harness and these are to be fitted in the spring clips positioned one either side of the seat pan.

(c) Leg Restraint straps. These must be pulled through the snubbing units (after depressing the release plungers) so that the straps are taut between the snubbing unit and the floor fittings.

(d) Emergency oxygen bottle installation. With the oxygen bottle arranged as instructed in STI/Vampire/ 150 (Technical News Sheet V.617) the release cable runs across the front of the seat pan, emerges at the right-hand side of the seat and is clipped to the fitting on the side of the seat; the cable between the seat and the fitting assumes a gentle curve and is not passed through the lower harness tunnel. The supply pipe emerges from the left-hand side of the seat and is passed through the lower and upper tunnels on the left-hand side of the parachute harness. The accompanying illustration shows an occupied seat and the correct run for the cables and pipes. (See Fig. 2).
Note: On completion of installation, with seat occupied and all harness straps connected and adjusted, raise and lower seat to fullest extent to prove that emergency oxygen and harness release cables are free in all positions of the seat.

At all times when personnel are making entry into their seats, they re to pay particular attention to the following point:-

(a) When attaching the lowering line of the survival pack to the life-jacket, the lowering line must pass over the lower left hand parachute harness straps and under the parachute wide waist belt.

The webbing strap on the life-jacket to which the lower line of the personal survival pack is attached should b adjusted so that the quick release connection comes bel the waist belt of the parachute harness. This will fa litate the jettisoning of the pack if desired during th final stages of a parachute descent over land.
NOTE: Sub-para (a) does not apply to Sea Vampire T.22

(b) Fit the shoulder straps of both parachute harness and s safety harness under the inflatable collars of their li jacket.

(c) Arrange the leg restraint straps as shown in Fig. 3.

(d) Operate the control column and rudder pedals throughout entire range when tightening the leg restraint straps. Excessive tightening of the straps restricts leg moveme prevents the control column being pulled fully backward

(e) Pass the emergency oxygen supply pipe under the left-ha shoulder strap of the safety harness before connecting the bayonet connection on the mask tube assembly.

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This information has been issued by the Ministry of Supply as Spe Technical Notice/Vampire/51E.

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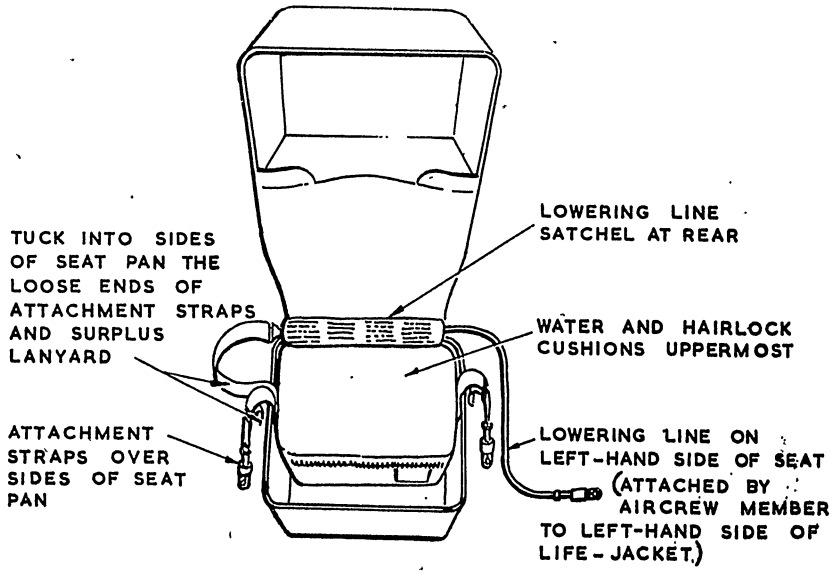
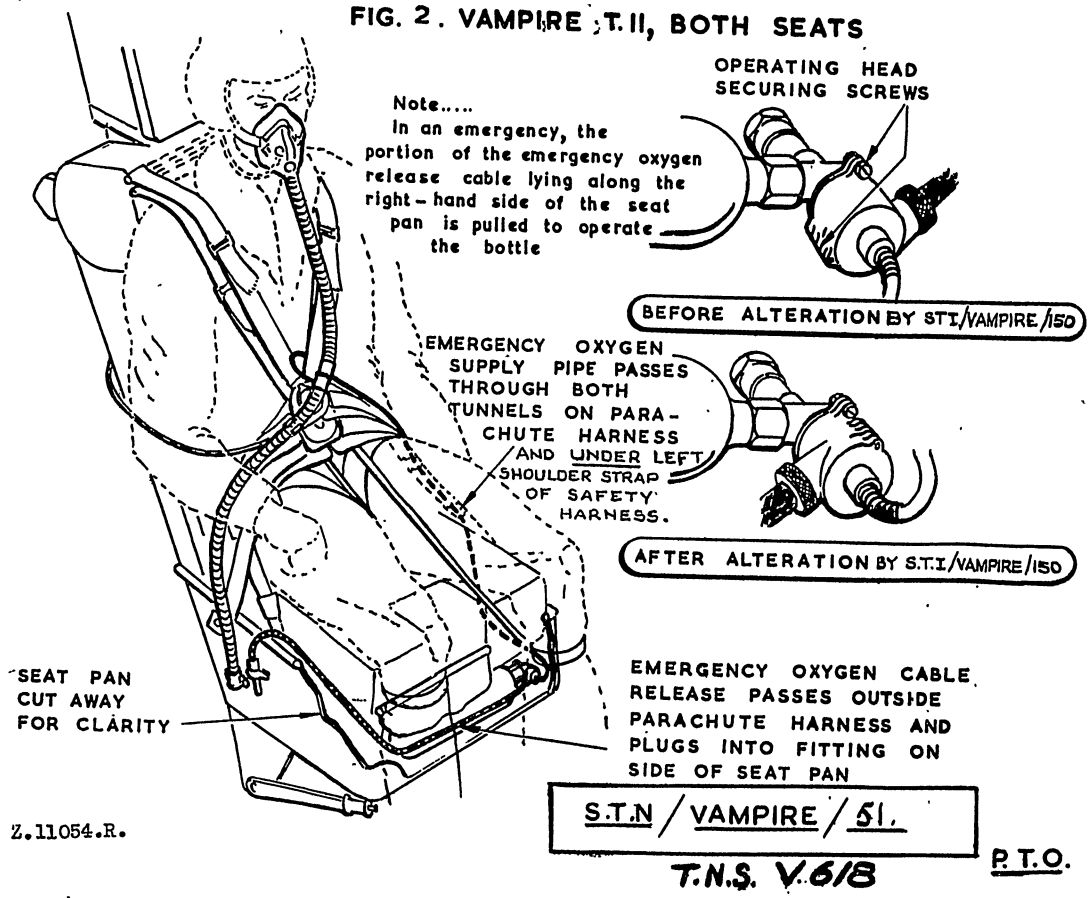


FIG. 1. INSTALLATION OF PERSONAL SURVIVAL PACK

FIG. 2. VAMPIRE T.11, BOTH SEATS



S.T.N/VAMPIRE/51.

T.N.S. V.618

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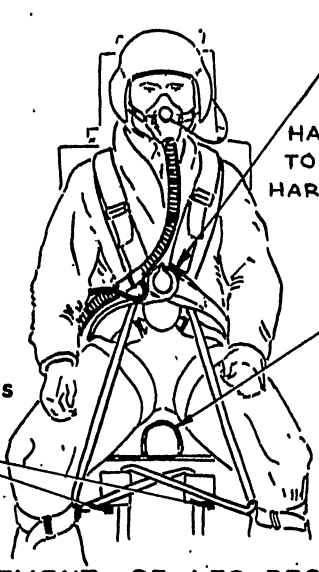

FIG. 3 ARRANGEMENT OF LEG RESTRAINT STRAPS

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TECHNICAL NEWS SHEET Issued O

SERIES V No 619 Issue 3 DATE 9.8.56.

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 SUPERSEDED ISSUE 1 DATED 24.2.56 AND ISSUE 2 DATED 8.6.56.

VAMPIRE AIRFRAME GENERAL CIRCULATION
SUB HEADING 16 - UNDERCARRIAGE

MAIN UNDERCARRIAGE RADIUS ROD JACK LEVERS FRACTURED - VAMPIRE AIRCRAFT ALL MARKS

Numerous fractures of the main undercarriage radius rod jack lev (Vampire Pt. No. G00.43A) have occurred, which may be due to excessiv wear in the radius rod hinge pins and bushes. The bushes in question those fitted to the radius rod eye-bolt and the two which are fitted t the lower lock link, and the pins are those which pass through these bushes.

The accumulation of the maximum permissible wear should not exce .023". This is to be measured at the centre of the lower radius rod leg attachment eye-bolt hinge pin, which is assembled to the leg pick-up casting.

With the aid of the leg "down" line figure shown in the geometry of the retraction movement of the main undercarriage, which is includ in all descriptive Handbooks, the purpose of this Instruction can be followed.

The following should be noted:-

Since the jack does not bottom (this is to ensure the lock plate roller abutts the end of the kidney slot), all wear in the radius rod assembly will be taken up by the extra jack travel. On normal landin impact, excessive wear of the radius rod hinge points will permit the radius rod to shorten causing the jack attachment points to spread rapidly and impose high loads upon the jack attachments.

Contd...

Wear in the radius rod hinge pins and bushes will probably show in varying forms such as:-

(1) Failure of the top jack attachment bolt, Part No. G00.1901.

(2) Fracturing of the radius rod jack levers.

(3) Elongation or complete failure of the jack lever across the top jack attachment bushed hole.

(4) Shearing or loosening of the countersunk bolts which secure the jack operating lever to the undercarriage leg.

At the earliest opportunity and not later than the next servicing, d subsequent 100 hours or 6 monthly servicings proceed as follows:-

1. Jack up aircraft.

2. Release all the hydraulic fluid pressure.

3. Remove main undercarriage ground locks.

4. Move wheel athwartships repeatedly, and check the maximum amount of 'up' and 'down' movement measured from centre to centre of the lower radius rod attachment pin centres. Pin centre travel should not exceed .023" maximum; it is considered movement of .010" is nominal. Where excessive wear is found, worn items should be replaced.

5. Break the 'down' lock by hand and partially retract the undercarriage by lifting the wheel. When in this position, gently rock the leg up and down and check for play between the jack and radius rod lever. If visible movement is observed, further investigation should be made by strip examination.

6. In cases where a new radius rod has to be fitted check and adjust in the correct sequence, in accordance with the relevant descriptive Handbook.

Cont.....

7. Re-fit ground locks.

Vampire Mod. 3513 is being raised to introduce a main under hydraulic jack with an internal relief valve, to prevent excessi loading in cases where wear has taken place.

Also, Vampire Mod. 3495 introduces a strengthened radius rc assembly and attachment fittings.

NOTE: This information is covered by Special Technical Notice/V 58 issued by R.D.A. (Defects) Ministry of Supply, St. Gil Court, St. Giles High Street, London, W.C.2.

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HATFIELD HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES V . No 620 DATE 8.3.56.

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

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

CABIN AIR SYSTEM SILENCER - BURNING OF KAPOK FILLING - VAMPIRE AIRCRAFT WITH MARSHALL BLOWER HEATING AND VENTILATION SYSTEM.

A case has been reported of the Kapok in the cabin air system silen Part No.R00.309, overheating resulting in subsequent smouldering, and fi the cockpit with fumes that overcome the Pilot rendering him unconscious

It is recommended that at the earliest opportunity and not later th next Servicing, proceed as follows:-

1. Remove the front top engine cowling.
2. Disconnect the flexible hoses from each end of the silencer, P R00.309, which is situated above the cabin supercharger, and r the silencer.
3. Drill out the rivets securing the welded dished ring assembly outer and inner cases of the silencer and withdraw the assembl
4. Extract the Kapok and re-pack with commercial quality Glass Wo Stores Ref.330/562. Pack firmly but do not ram tight, approxin weight 3¼ ozs.
5. Replace welded dished ring and rivet up as shown on attached d No. R00.R.3.
6. Re-assemble silencer into the cabin air system and secure the flexible hoses.
7. Replace engine cowling.

Approximate man hours, 3.

The embodiment of Mod. Vampire 3512 will render compliance with thi instruction unnecessary.

NOTE: This information is covered by Special Technical Instruction/Va 151 issued by R.D.A. (Defects) Ministry of Supply, St. Giles Cc Giles High Street, London, W.C.2.

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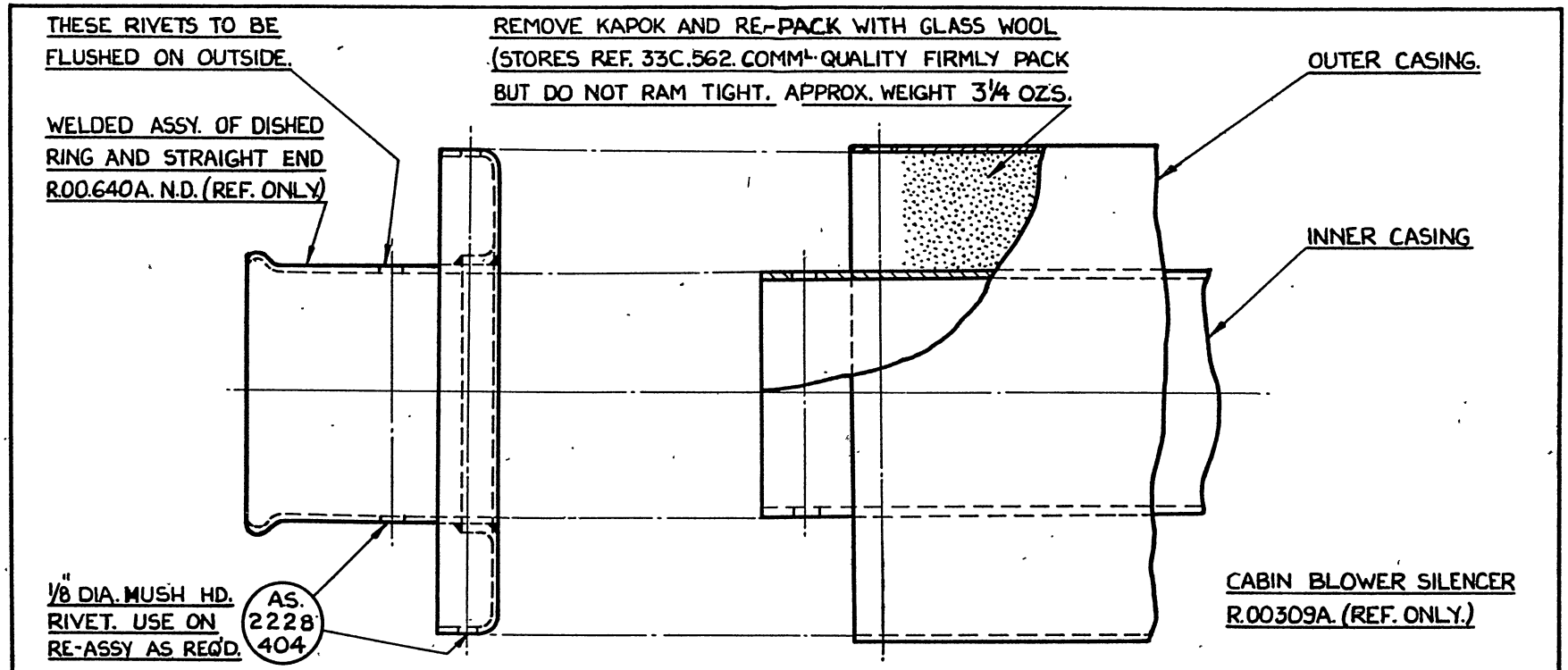

VIEW SHOWING ASSY. OF DISHED RING AND STRAIGHT END REMOVED TO GIVE ACCESS TO KAPOK.

V620

THE DE HAVILLAND AIRCRAFT CO. LTD. HATFIELD. HERTS.	M/C TYPE.	M/C REGR. Nº.		DR. BY	APP. BY	R.00.R.3
	VAMPIRE.	VARIOUS.	IMPROVED SILENCING MEDIUM.	S. BENFORD 2-2-56	G. MATTHEWS.	ISSUE. 1

DE HAVILLAND SERVICE

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TECHNICAL NEWS SHEET

SERIES V NO 621 DATE 2.3.56.

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

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

CANOPY HATCH MECHANISM - FOULING ON THE REAR ARCH- VAMPIRE MARK 10 OR 54 POST MOD.3150.

Cases have been reported of the cam lever on the hatch mechanis the canopy rear arch, and progressively cutting into the casting in th of the cut-out.

There is no guarantee that the locking lever will be in the "Loc "Unlocked" position only, when the hatch is being moved. This is attri the rear arch casting being up on size in the area of cut-out. To ensu ance for the Cam Lever when in any position, and over the the full ran hatch travel, the affected portion of the rear arch is to be relieved.

At the earliest opportunity and not later than the next Servici proceed as follows:-

1. Open the hatch and locate the cut-out in the centre bottom canopy rear arch member.
2. Refer to the attached Drawing No.R.12.FC.107, and check the dimension. This is most important and must be maintained. Ir the starboard side of the cut-out to the 0.3" dimension.
3. Re-new anti-corrosive treatment, "Selenious Acid", in accord with D.T.D.911.

Approximately 1½ man hours involved.

This instruction is covered by Vampire Internal Modification 0/5 Venom Internal Modification 12/9233. Production aircraft will conform t standard from the 24th February, 1956.

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TECHNICAL NEWS SHEET

SERIES V NO 621 Issue 3 DATE 16.7.56.

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 2.3. AND ISSUE 2 DATED 8.6.56.

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 7. FUSELAGE ASSEMBLY N/A

CANOPY HATCH MECHANISM - FOULING ON THE REAR ARCH - VAMPIRE MARK 10 OR 54 POST MOD. 3150.

Cases have been reported of the cam lever on the hatch mechani fouling the canopy rear arch, and progressively cutting into the ca in the vicinity of the cut-out.

There is no guarantee that the locking lever will be in the "I or "Unlocked" position only, when the hatch is being moved. This i attributed to the rear arch casting being up on size in the area of cut-out. To ensure clearance for the Cam Lever when in any positior over the full gange of the hatch travel, the affected portion of th rear arch is to be relieved.

At the earliest opportunity and not later than the next Servic proceed as follows:-

1. Open the hatch and locate the cut-out in the centre botton the canopy rear arch member.

2. Refer to the attached Drawing No.R.12.FC.107, and file awa arch member and seating bead to the dimensions quoted.

3. Radius the edges of the cut-out to 0.050 inch and polish c file marks.

4. Re-new anti-corrosive treatment, "Selenious Acid", in acco with D.T.D.911.

5. Treat channel type seating as above and chamfer back the bc flange to a dimension of 0.5 inch each side from the cut-o

Approximately 1½ man hours involved.

Continued.

This instruction is covered by Vampire Internal Modification)/5338 and Venom Internal Modification 12/9233. Production aircraft will conform to this standard from the 24th February, 1956.

NOTE: This information is covered by Special Technical Instruction/ Vampire/156 issued by R.D.A. (Defects) Ministry of Supply, St. Giles Court, St. Giles High Street, London, W.C.2.

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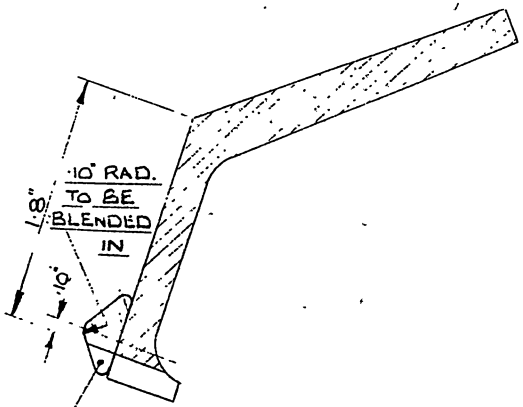
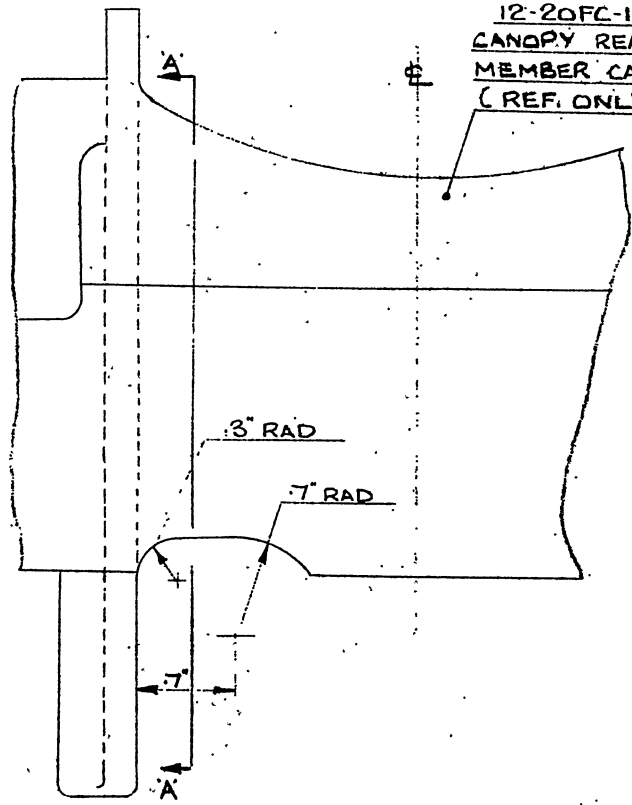


PART VIEW ON 'A-A'
SHOWING BEAD RELIEVED.



SCRAP VIEW SHOWING CUT-OUT TO GIVE ADDED CLEARANCE FOR ROLLER LEVERS.

TREATMENT:- SELENIOUS ACID IN ACCORDANCE WITH D.T.D. 911

TNS V621. VE462.

THE DE HAVILLAND AIRCRAFT CO., LTD., HATFIELD, HERTS.	M/c TYPE	M/c REGn. No.	REPAIR TO:-	DR. BY	APP. BY	
	VENOM	VARIOUS	CUT-OUT IN CANOPY	S. BENFORD		R. 12-FC 107

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HATFIELD HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES V No 622 DATE 6.3.56.

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

ISSUED ON

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

CHAFING OF QUINCEL 4 CABLE TO UNDERCARRIAGE LEG LOCK MICRO SWITCH WHERE CABLE PASSES THROUGH HOLE IN UPPER LINK. STORES REF. 26FC/3855 L.H. AND 26FC/3854 R.H..

This Technical News Sheet cancels and supersedes Servicing Instru Vampire/20 issued on Technical News Sheet V.244 and Servicing Instructi Vampire/20B issued on Technical News Sheet V.466. The relevant subjects above Technical News Sheets should be cancelled and reference made ther Technical News Sheet V.622.

Servicing Instruction/Vampire/20 as amended by 20A and 20B issued R.D.A. (Defects) Ministry of Supply, St. Giles Court, St. Giles High St London, W.C.2. is republished below for information and any necessary ac

Vampire Aircraft all Marks fitted with Upper Link Stores Ref. 26FC/ and 26FC/3854 R.H.

Cases have been reported of chafing of the Quincel 4 cable to the carriage leg lock micro switch, where cable passes through lightening h Upper Links, resulting in failure of undercarriage position indicator sy

At the next Primary Servicing and subsequent Primary Star Servicin the outer covering for chafing, cracks or cuts.

When chafing has occurred or the outer covering is found cracked c the cable is to be renewed with Quin Pren 6 Spec. EL.1470 length 24½" cc with tubing synthetic flexible Stores Ref. 5F/2034, 0.375" i.d. 0.455" c

At the next and each subsequent Minor Servicing, remove the releva from the aircraft by disconnecting at the leg lock micro switch situated radius rod upper link and at the terminal block in the wheel well.

Slide off the P.V.C. covering from the cable and check the cables f fracture and continuity. If the cable is found unserviceable replace wit Pren 6, replace the P.V.C. covering if required with tubing Synthetic fl referred to above.

Replace Helsyn sleeves and markers and after assembly onto the air carry out a retraction test.

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TELEPHONE HATFIELD 2345
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TECHNICAL NEWS SHEET

SERIES V NO 623 AIRCRAFT DATE 7.3.56.

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

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

VAMPIRE MAIN UNDERCARRIAGE TELEFLEX CABLES.

With regard to the failures reported concerning the fracturing of undercarriage door lock teleflex plunger operating cable at the radius rc box, which results in a wheels up landing being made, ~~we would offer~~ the information for ~~your future~~ guidance.

It will be noted that the ultimate breaking load for a No.2 size t cable is 450 lbs. This load can only be obtained on an aircraft by the dc plunger assembly bottoming either against the securing clamp block fitted lower wing skin, or the end of the conduit which passes through the clamp being in excess of the 5.25" dimension shown in Fig.1 of Drawing No.R00-C which will result in bottoming of the conduit inside the plunger slide tu the undercarriage is approximately one third retracted. (Fig.2 refers.) It also be noted the point at which the cable fractures is when the hinge po B and C, are in a straight line, as at this point the plunger slide tube has travelled inboard to its fullest extent. If the plunger adjustments a to S.I/Vampire/50 (~~Technical News Sheet V.549~~) and the clamp block mountin correctly positioned on the lower wing skin, there should be a clearance imately 0.3" between the clamp block and the plunger slide tube. (Fig.2 re

With reference to Fig.2, it can be taken for granted that if a cle in excess of 0.10" between the plunger slide tube and the clamp block exi the hinge points A,B, and C, are in a straight line, the teleflex plunger is operating satisfactorily with regard to possible fracture of the cable, must be assumed that an aircraft with S.I/Vampire/50 satisfied the 5.25" c is correct. (Fig.1 refers.) Another indication that something is amiss is amount of extension of the teleflex cable in excess of 0.10" from the wra (Fig.1 refers.)

It is suggested that the cause of mal-adjustment is brought about b cessive air speeds when retracting the undercarriage, which will impede th traction of the 'D' door, or by incorrect tensioning of the 'D' door adjus radius rods, as called for in S.I/Vampire/50. Both these instances will ca plunger to foul the 'D' door catches, which may possibly cause the telefle "whip" and consequently screw further into the wrapped box. If this does c it is possible that the point will be reached where the plunger slide tube the clamp block causing the teleflex to fracture at the wrapped box.

Contin

ontd)

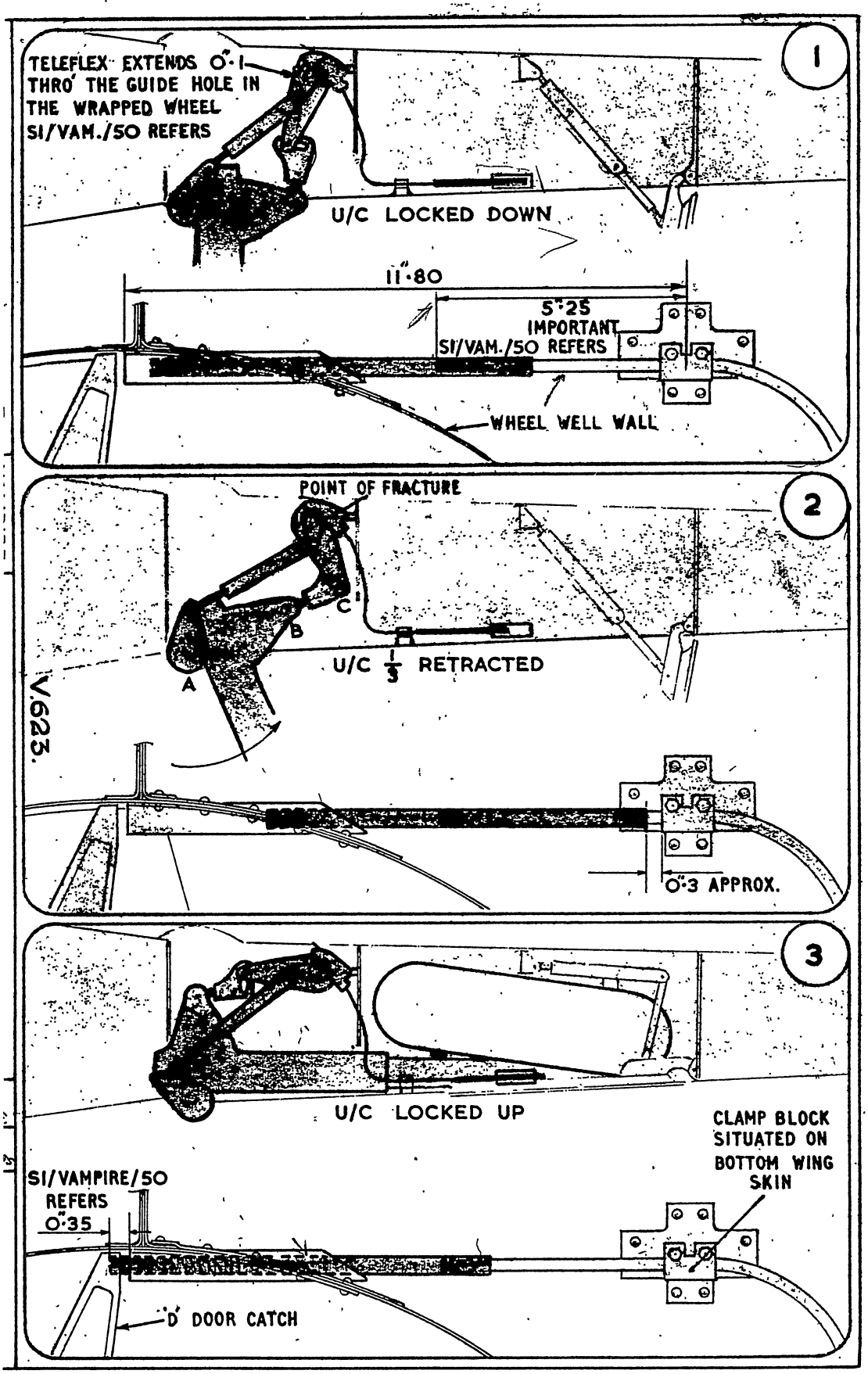
Sheet 2.

These failures are definitely not attributed to seizure of the door
ıgers, as subsequent to the teleflex fracture in approximately the one
tracted position the plunger is pushed forward to the undercarriage
) condition, where it will remain due to the previous fracture of the
d therefore necessitate a wheels up landing to be made.

B H GIBBONS
S/Ldr.
S.T.S.O.

ece :- DH/TNS 623.

stribution :- OC MU (1)
ARS (2)
MU Tech Control (2)
No 1 Sqdn. (3)
" 2 " (3)
AIR I. (1)
Tech Stats (1)


1
TELEFLEX EXTENDS 0"·1 THRO' THE GUIDE HOLE IN THE WRAPPED WHEEL SI/VAM./50 REFERS
U/C LOCKED DOWN
11"·80
5"·25
IMPORTANT
SI/VAM./50 REFERS
WHEEL WELL WALL
2
POINT OF FRACTURE
A
B
C
U/C 1/3 RETRACTED
V.623.
0"·3 APPROX.
3
U/C LOCKED UP
CLAMP BLOCK SITUATED ON BOTTOM WING SKIN
SI/VAMPIRE/50 REFERS
0"·35
'D' DOOR CATCH

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

Issue 1

SERIES V NO 624 DE HAVILLAND AIRCRAFT DATE 8.3.56.

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

Issue 1

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

FLYING CONTROL CABLES - FRAYING OF CABLES (EXCLUDING TRIM TAB CABLES.)

Experience gained from Servicing Instruction/Vampire/44 issued on Technical News Sheet V.447 has shown that main control cables fitted to aircraft have an average life of 600 flying hours before "fraying" is enc ered. It is therefore recommended that all main flying control cables (e: trim tab cables) be "lifed" at 600 ± 100 hours so that unnecessary dupli of work is avoided.

It is further recommended that in future all main flying control c renewed during the nearest Engine change or relevant Servicing inspectio fall between 500 to 700 flying hour periods since the flying control cab new. It is estimated that a complete cable change will take approximatel man hours.

.....

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V NO 624 Issue 2 DATE 26.11.56.

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 8.3.

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

FLYING CONTROL CABLES - FRAYING OF CABLES (EXCLUDING TRIM TAB CABLES)

Experience gained from Servicing Instruction/Vampire/44 issued on Technical News Sheet V.447 has shown that main control cables fitted to Vampire aircraft have an average life of 600 flying hours before "Fraying" is encountered. It is therefore recommended that main flying control cables (excluding trim tab cables) which are a to or pass over pulleys, be "lifed" at 600 ± 100 hours so that unnecessary duplication of work is avoided.

It is further recommended that in future all main flying contr cables, attached to or passing over pulleys, be renewed during the nearest engine change or relevant Servicing Inspection to fall betw 500 and 700 flying hour periods since the flying control cables wer new. It is estimated that a complete cable change will take appro 80 man hours.

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TECHNICAL NEWS SHEET

SERIES V No 625 AIRCRAFT DATE 15.3.56.

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

Issue 1

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

PRECAUTIONS IN CHARGING OXYGEN SYSTEMS.

We are circulating for your information and necessary action the ing, which has been issued by R.D.A. (Defects) Ministry of Supply, St. Court, St. Giles High Street, London W.C.2., in the form of Special Te Notice/Miscellaneous/54.

1. Occurrences reported suggest that freezing of aircraft oxygen sys been caused by moisture introduced through wet charging hoses. Hoses h damaged by mishandling and have developed leaks after a short period i servicing personnel have suffered burns from the spontaneous combustic and grease which has been allowed to come into contact with oxygen esc high pressure from charging hoses.

2. For these reasons the attention of all personnel concerned with o charging, is to be drawn to the necessity for the careful observance o precautions detailed below.

Precautions Concerning the Charging Trolley.

1. When not in use the charging trolleys should be stored under cove charging regulator and hose assembly should be covered with fitted can

2. In wet weather the replacement of 16000 litre oxygen transport cy on the charging trolley should always be effected under cover.

3. Never permit oil, grease or readily combustible material to come contact with charging hoses, oxygen cylinders, valves, regulator gauge fittings.

4. Charging hoses are to be inspected frequently and hoses whose str appears to be reduced due to wear or frequent bending are to be renewe

5. The blanking plug at the end of the charging hose must be securel when charging is not taking place.

Continued.

ons Concerning the Charging Operation.

ere available two men should be used for the charging operation; one man ate the regulator valves and watch the gauges and the second man to handle rging hose and to connect and disconnect it from the aircraft charging

ver have more than one transport cylinder stop valve open during cascade g and ensure when changing over from one cylinder to another that the n the first cylinder is closed before the valve on the second one is opened.

e charging hose connection, the aircraft charging connection and the parts aircraft in its vicinity must be thoroughly inspected and any oil or carfully removed before the hose is connected.

rvicing personnel should be warned of the danger of injury to themselves equipment by fire or explosion which may occur if they use oily tools or ly gloves when handling high pressure oxygen equipment.

ensure the economical use of oxygen, contained in the transport cylinders charging trolley, cascade charging must be employed. Before cascade charg- mences it is essential that the oxygen pressure in the transport cylinders the aircraft should be known.

e charging hose must never be tightly stretched or sharply bent in order to the connection on the aircraft. Position the trolley so that the charging not under tension or sharp bends when charging.

efore making any pipe or hose connection on the charging trolley or the air- carefully wipe the mating faces with a clean rag to ensure that they are tely dry.

efore connecting to the aircraft the charging hose should be blown through blast of oxygen to clear the hose of moisture.
void allowing the oxygen to impinge on oil or grease or on rags and over- ontaminated with oil or grease. After the hose has been cleared set the alve on the charging regulator to allow a small bleed of oxygen from the hich should then be connected to the aircraft charging point as soon as le. The small flow from the hose will help to prevent rain or moist atmos- entering the hose after it has been unplugged.

n those aircraft where the oxygen charging connection is located inside the ure e.g. fuselage or wheel bay, the charging hose should be plugged and un- d under cover of the fuselage or wing.

he charging hose must never be allowed to lie in puddles of water. As soon rging is completed the hose must be returned to its proper stowage on the y.

hen disconnecting the charging hose from the aircraft charging point, the connection gradually to prevent rapid escape of the trapped oxygen.

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TECHNICAL NEWS SHEET

SERIES V No 626 DATE 15.3.56.

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

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

EMERGENCY OXYGEN BOTTLE - RESTRICTION OF CONTROL COLUMN MOVEMENT.

We are circulating for your information and necessary action, the ing, which has been issued by R.D.A. (Defects) Ministry of Supply, St. G Court, St. Giles High Street, London W.C.2. in the form of Special Flyin Instruction/TF.701/Miscellaneous.

1. In aircraft fitted with emergency oxygen bottles in the forward p of the seat pack, there is a possibility that the bottle may become dis- and seriously restrict backward movement of the control column.

2. This may be caused in flight by the pack moving forward and upwar the parachute harness is not tightly adjusted and the shoulder straps ar

3. Cases have also occurred of the bottle becoming dis-placed when e ing the cockpit, and pilots are warned that correct positioning of the b must be checked before take off, as rearward movement of the control col for take off may not be adequate.

Stencil Pse.

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RRAF TECH ORDER
Vol 3. Sect 2. SSect A44 (Issue 1)
Vol 6. Sect 2. SSect A3 (Issue 1)

Issue 1

TECHNICAL NEWS SHEET

SERIES 627 AIRCRAFT DATE 19.3.56

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

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

SPERRY GYROSCOPE COMPANY INSTRUMENTS - IDENTIFICATION OF MODIFICATIONS.

We are circulating for your information the following, which has been p by the Sperry Gyroscope Company Limited in the form of General Service nautical) Bulletin No.4.

REASON FOR AND NATURE OF CHANGE:

Owing to recent developments in aeronautical equipments longer possible to employ a system whereby modification are allocated to a complete equipment. This is due to th that a number of current equipments now use common units under the existing modification system it would be neces these units to bear several numbers in order to identify particular modification.

In view of this it has been considered necessary to init system using Unit modification numbers. This system will into operation forthwith.

DETAILS:

1. Modification numbers will be allocated on a unit part basis, (not as previously on an equipment type basis) will start at number one.

2. All new modification numbers will be prefixed with le denoting the type of unit to which a modification ref Whilst this prefix will not identify a particular inst or equipment, it is considered beneficial in that it v give a lead as to the type of unit concerned.

3. An attempt has been made to keep the prefix letters as 'self-explanatory' as is practicable:- G denoting Gyr F, Flux Valve, X, Cross Pointer Indicator, etc. The pr are as follows:- All GYROSYN Gyro Units.....Prefix let
All GYROSYN Amplifiers.....Prefix let
All GYROSYN Detector Units.Prefix let

Continued...

All GYROSYN Master Indicators.....Prefix letter M.
All GYROSYN Control Panels.....Prefix letter C.
All GYROSYN Corrector Control Boxes.....Prefix letter CB.
All Master Units.....Prefix letter MU.
All Variation Control Panels.....Prefix letter V.
All Flight Computers.....Prefix letter FC.
All Z.R.F.D. Control Panels.....Prefix letter ZC.
All Z.R.F.D. Indicators.....Prefix letter X.
All Z.R.F.D. Course Selectors.....Prefix letter S.
All Junction Boxes.....Prefix letter J.
All Gyro Relay Units.....Prefix letter R.
All Pilots Controllers.....Prefix letter P.
All Directional Gyros and D.G. Control Units....Prefix letter D.
All Servo Units.....Prefix letter SU.
All Relief Valves.....Prefix letter RV.
All Horizons (Electric).....Prefix letter H.
All Horizons (Air Driven).....Prefix letter HA.

It will undoubtedly be necessary to add to this list as new equipments are developed, and users of Sperry Aeronautical Equipment will be informed of new prefixes by additions to this series of bulletins.

4. The new system is not retrospective, and previous modifications and numbers will remain as at present, the new modification numbers being identified by the prefix letters.

Source:- D/H, TNS. V627

B.H. GIBBONS.
Sdgn/Ldr
S.T.S.O.

-----oOo-----

Distribution:- R.C. MU. (2)
ARS. (2)
Spec Off (2)
Instl Sect (4)
G.T.S. (2)
Tech Flats (2)
O.C. Equip (2)
SESO. (2)
192. Squadron (8)

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 628 DATE 23.3.56.

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

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

PITOT STATIC SYSTEM - KINKING OF FLEXIBLE HOSES ADJACENT TO G4 GYRO UNIT - VAMPIRE TRAINERS WITH MODIFICATION 3167 EMBODIED.

A case has been reported of the kinking and trapping of the pitot static flexible hose adjacent to the G4 Gyro Unit, causing the loss of true indication of the A.S.I., Altimeter, and Rate of Climb Indicator.

It is recommended that as soon as possible and not later than 7 days after the receipt of this Technical News Sheet, that the following action be taken on all Vampire Trainers with Modification 3167 embodied-

1. Remove Blind Flying Panel.

2. Refer to Drawing R00.14 and remove the hose clips (Stores Ref.28.E. 3321) at the connections between the tubes and flexible hoses at the support bracket forward of the Instrument Panel and retain for further use.

3. Withdraw the hoses from the tubes and fit to the tubes the following assembly:-

   Elbows. AGS.838/3 (Ref.28V/5107) 2 off.

   Union Nuts AGS.838/4 (Ref.28V/5108) 4 off.

   Rubbers AGS.838/5 (Ref.28V/5109) 4 off.

4. Ensure that the hoses are free and not routed between electric cables or cable looms, and that each hose does not exceed 24" in length.

5. Paint a yellow line along the length of the hoses, the line being discontinued at 1" intervals with a $\frac{1}{4}$" gap for identification purposes. (To facilitate inspection of tubing against twisting and kinking after installation).

Continued.....

off 2 - 2" lengths of 5/16" tube o.d. x 22G (Ref. 30B/1195), clean ends, and insert between the new elbows and the existing flexible ɜs.

fit hose clips removed from operation 2 and fit at new positions

fit the Blind Flying Panel.

ry out a Standard Leak Test, also function check.

d man hours - $1\frac{1}{2}$.

on aircraft will conform to the standard of this Technical News

-----oOo-----

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TECHNICAL NEWS SHEET

SERIES V No 628 Issue 2 DATE 24.5.56

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 23.3.56 BUT DRAWING R0014 IS TO BE RETAINED.

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

Actioned on A/C 9/6 CF

PITOT STATIC SYSTEM - KINKING OF FLEXIBLE HOSES ADJACENT TO G4 GYRO UNIT - VAMPIRE TRAINERS WITH MODIFICATION 3167 EMBODIED.

A case has been reported of the kinking and trapping of the pitot stat flexible hose adjacent to the G4 Gyro Unit, causing the loss of true indication of the A.S.I., Altimeter, and Rate of Climb Indicator.

It is recommended that as soon as possible and not later than 7 days after the receipt of this Technical News Sheet, that the following action be taken on all Vampire Trainers with Modification 3167 embodie

1. Remove Blind Flying Panel.

2. Refer to Drawing R00.14 and remove the hose clips (Stores Ref.28.1 3321) at the connections between the tubes and flexible hoses at the support bracket forward of the Instrument Panel and retain for further use.

3. Withdraw the hoses from the tubes and fit to the tubes the following assembly:-

   Elbows AGS.838/3 (Ref.28V/5107) 2 off.
   Union Nuts AGS.838/4 (Ref.28V/5108) 4 off.
   Rubbers AGS.838/5 (Ref.28V/5109) 4 off.

   } Bags in stock

4. Ensure that the hoses are free and not routed between electric cables or cable looms, and that each hose does not exceed 24" in length.

Continued.....

Paint a yellow line along the length of the hoses, the line being discontinued at 1" intervals with a $\frac{1}{4}$" gap for identification purposes. (To facilitate inspection of tubing against twisting and kinking after installation).

Cut off 2 - 2" lengths of 5/16" tube o.d. x 22G (Ref. 30B/1195), Use one clean off ends, and insert between the new elbows and the existing flexible hoses.

Re-fit hose clips removed from operation 2 and fit at new positions.

Re-fit the Blind Flying Panel.

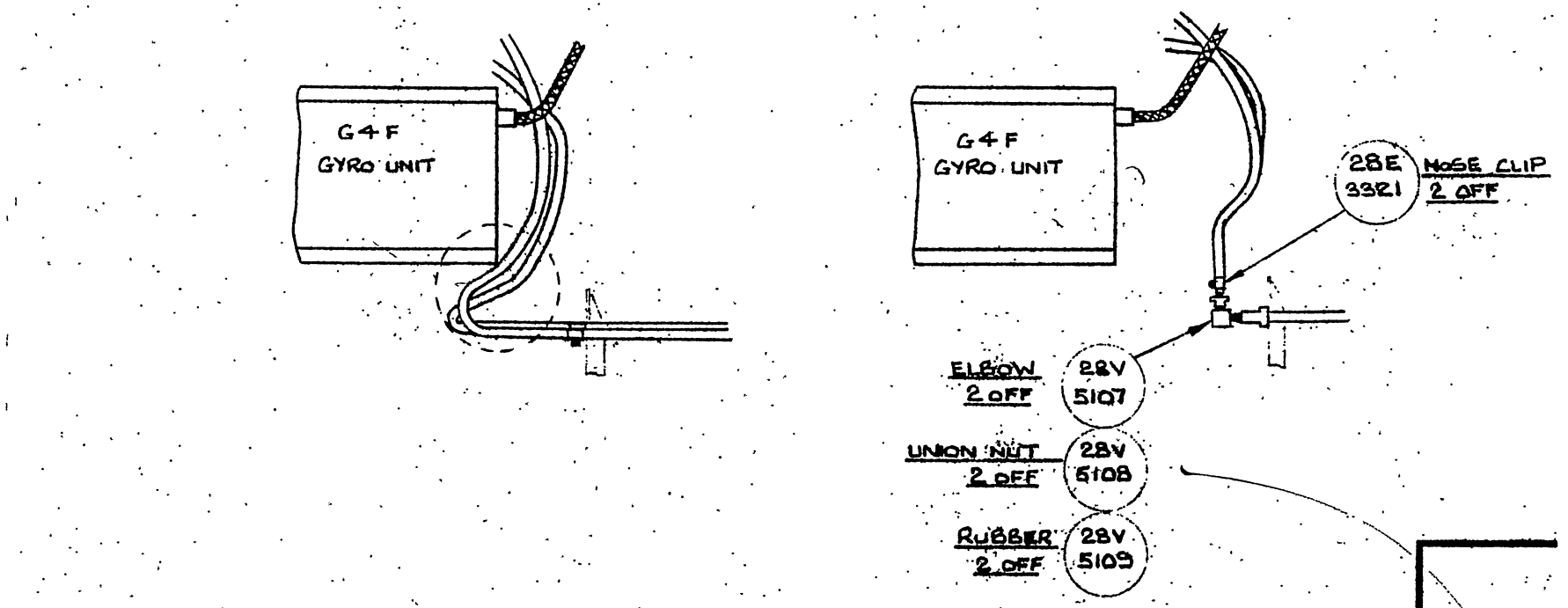
Carry out a Standard Leak Test, also function check.

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

ction aircraft will conform to the standard of this Technical News

- This information is covered by Special Technical Instruction/ Vampire/153 issued by R.D.A. (Defects), Ministry of Supply, St. Giles Court, St. Giles High Street, London, W.C.2.

-----oOo-----



THE DE HAVILLAND AIRCRAFT CO., LTD., HATFIELD, HERTS.	M/c TYPE	M/c REGn. No.	REPAIR TO:- A.S.I. LINES. RUBBER CONNECTIONS. VAMPIRE T.11 CANOPY CONVERSION	DR. BY.	APP. BY	R.00Q 14
				S.BENFORD 8-3-56		ISSUE:- 1

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HATFIELD HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES V NO 628 Issue 3 DATE 16.1.1957.

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 24.5.1956, but Drawing R00Q 14 is to be retained.

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

PITOT STATIC SYSTEM. KINKING OF FLEXIBLE HOSES ADJACENT TO G.4 GYRO UNIT

This information is applicable to:
Vampire Trainer Marks 11 and 55 with Modification 3167 embodied.
Sea Vampire Trainer Mark 22 with Modification 1058 embodied.

A case has been reported of the kinking and trapping of the p static flexible hose adjacent to the G4 Gyro Unit, causing the los of true indication of the A.S.I., Altimeter, and Rate of Climb Indicator.

It is recommended that as soon as possible after the receipt this Technical News Sheet, that the following action be taken:

1. Remove the Blind Flying Panel.

2. Refer to the Drawing R00Q. 14 and remove the hose clips (Store Ref.28.E/3321) at the connections between the tubes and flexi hoses at the support bracket forward of the Instrument Panel retain them for further use.

3. Withdraw the hoses from the tubes and fit to the tubes the following assembly:-

   Elbows AGS.838/3 (Ref.28V/5107) 2 off.

   Union Nuts AGS.838/4 (Ref.28V/5108) 4 off.

   Rubbers AGS.838/5 (Ref.28V/5109) 4 off.

Cont...

4. Ensure that the hoses are free and not routed between electric cables or cable looms, and that each hose does not exceed 24 inches in length.

5. Paint a yellow line along the length of the hoses, the line being discontinued at 1" intervals with a $\frac{1}{4}$" gap for identification purposes, and to facilitate inspection of the tubing against twisting and kinking after installation.

6. Cut off two 2 inch lengths of 5/16 inch tube o.d. x 22G (Ref.30B/1195), clean off ends, and insert between the new elbows and the existing flexible hoses.

7. Re-fit the hose clips removed from operation 2 and fit in the new positions.

8. Re-fit the Blind Flying Panel.

9. Carry out a Standard Leak Test, and a function check.

10. Due to variation between aircraft it may be necessary, when connecting the new elbows described in sub-para (3) to the existing adaptors, to carry out one of the following alternative methods of fitting.

    (a) Where the outside diameter of the adaptor is too great for the inside diameter of the Union Nut 28V/5108 due to wide tolerances, the Union Nut may be reamed out slightly and the outside diameter of the adaptor also reduced slightly.

    (b) The adaptor on the supporting bracket may be dressed back provided that a length of not less than 0.4 inch remains to ensure an efficient joint.

    (c) Where the hood jettison valve is too close to the adaptor, or the methods described in Paras. (a) or (b) are insufficient, it will be necessary to carry out the work described on Drawing R.15.FS.119.

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

Production aircraft will conform to the standard of this Technical News Sheet.

Drawings R.00Q.14 and R.15.FS.119 refer to this News Sheet.

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ANY ERRORS ON DRAWING MUST BE REPORTED TO THE DRAWING OFFI

METHODS ENGINEERS, REFER TO DRG. No.....

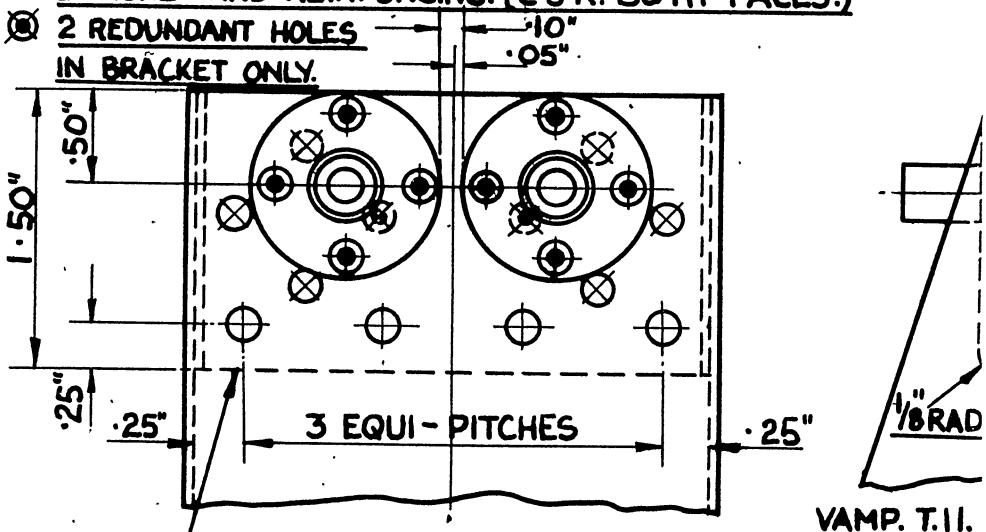
RIVET KEY.

⊕ NEW 3/32" DIA. 90° C'S'K. HD. RIVETS TO AS. 2229-304, (C BOTH FACES) THRO' ADAPTOR, BRACKET AND REINFORCIN

⊕ NEW 3/32" DIA. 90° C'S'K. HD. RIVETS TO AS. 2229-303, TH BRACKET AND REINFORCING.

⊗ 3/32 DIA. 90° C'S'K. HD. RIVETS TO AS. 2229-303, THRO' BRACKET AND REINFORCING. (C'S'K. BOTH FACES.)

⊗ 2 REDUNDANT HOLES IN BRACKET ONLY.



REINFORCING TO BE MADE FROM 18 S.W.G. LT. ALLOY SPEC. L.72.

AMENDMTS EMBODIED		ASSEMBLY No	SCHEDULE No

THE DE HAVILLAND AIRCRAFT Co LTD HATFIELD. HER

ISSUE No	1					
MOD No						
ALTERATION EMBODIED	NEW DRG.					
CHECKED						
DATE OF MOD.						
Stress Approval						
FINISH	MATERIAL	SPEC.	DESCRIPTION		PART No.	
AS ORIGINAL	AS ABOVE		REPAIR TO ADAPTOR BKT. (MAIN INST. PANEL)		R.15.FS.119	
DRAWN. C.E. CARTER	APPROVED. G. MATTHEWS		DATE. 23-10-56		TRACED BY	

DE HAVILLAND SERVICE
AIRSPEED DIVISION
CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE
CHRISTCHURCH 1600

CABLES
HAVILLAND TELEX CHRISTCHURCH

TELEX
CHRISTCHURCH 41-5:

TECHNICAL NEWS SHEET

SERIES V No 628 Issue 4 DATE 26.3.1958

This News Sheet cancels and supersedes Issue 3 dated 16.1.1957, but drav ROOQ.14 and R.15.FS.119 should be retained.

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

PITOT STATIC SYSTEM. KINKING OF FLEXIBLE HOSES ADJACENT TO G.4 GYRO UNIT

This information is applicable to:
Vampire Trainer Marks 11 and 55 with Modification 3167 embodied.
Sea Vampire Trainer Mark 22 with Modification 1058 embodied.

A case has been reported of the kinking and trapping of the pitot static flexible hose adjacent to the G4 Gyro Unit, causing the loss of true indication of the A.S.I., Altimeter, and Rate of Climb Indicator.

It is recommended that as soon as possible after the receipt of this Technical News Sheet, the following action be taken:-

1. Remove the Blind Flying Panel.

2. Refer to the Drawing ROOQ.14 and remove the hose clips (Stores Ref. 28.E/3321)at the connections between the tubes and flexible hoses at the support bracket forward of the Instrument Panel and retain them for further use.

3. Withdraw the hoses from the tubes and fit to the tubes the following assembly:-

Elbows AGS.838/3 (Ref.28V/5107) 2 off.

Union Nuts AGS.838/4 (Ref. 28V/5108) 4 off.

Rubbers AGS.838/5 (Ref.28V/5109) 4 off.

Continued.....

ısure that the hoses are free and not routed between electric cables · cable looms. The length of the pressure hose should be 19 inches, ıd the static hose 13 inches. The elbow connections at the bracket ›rward of the instrument panel should be fitted 15 ° to port for ıe pressure hose elbow, and 35° to port for the static hose elbow.

ıint a yellow line along the length of the hoses, the line being .scontinued at 1" intervals with a $\frac{1}{4}$" gap for identification pur- ›ses, and to facilitate inspection of the tubing against twisting ıd kinking after installation.

ıt off 2 inch lengths of 5/16 inch tube o.d. x 22G (Ref.30B/1195), lean off ends, and insert between the new elbows and the existing lexible hoses.

ɜ-fit the hose clips removed from operation 2 and fit in the new ›sitions.

ɜ-fit the Blind Flying Panel.

ɜrry out a Standard Leak Test, and a function check.

ue to variation between aircraft it may be necessary, when onnecting the new elbows described in sub-para (3) to the xisting adaptors, to carry out one of the following alternative ethods of fitting.

a) Where the outside diameter of the adaptor is too great for the inside diameter of the Union Nut 28V/5108 due to wide tolerances, the Union Nut may be reamed out slightly and the outside diameter of the adaptor also reduced slightly.

b) The adaptor on the supporting bracket may be dressed back provided that a length of not less than 0.4 inch remains to ensure an efficient joint.

c) Where the hood jettison valve is too close to the adaptor, or the methods described in Paras.(a) or (b) are insufficient, it will be necessary to carry out the work described on Drawing R.15.FS.119.

ıated man hours - $1\frac{1}{2}$.

Continued.....

Production aircraft will conform to the standard of this Technical News Sheet.

Part of this information has been issued by the Ministry of Supply as Special Technical Instruction/Vampire/153, as amended by 153A.

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The last News Sheet applicable to the Marks 11, 22 and 55 was V.627.

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TECHNICAL NEWS SHEET

SERIES V No 629 DATE 10.4.56.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.

FUTURE DISTRIBUTION OF TECHNICAL NEWS SHEETS.

It is proposed to introduce, henceforth, a revised method of dis of Technical News Sheets. In future operators will only receive the is Technical News Sheets which are applicable to the specific mark of air which they hold.

The present system of numbering of Technical News Sheets is to b therefore operators will find that the Technical News Sheets received bear consecutive serial numbers. In all such cases the last Technical will quote the applicability of the intermediate numbers, e.g. the las Technical News Sheets which an operator receives may bear serial numbe 405. The last paragraph of Technical News Sheet 405 will indicate the aircraft to which the intermediate Technical News Sheets 403 and 404 w applicable.

This ensures that the operator will always know whether he holds nical News Sheets that are applicable to his aircraft.

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TECHNICAL NEWS SHEET

SERIES V No 630 DE HAVILLAND AIRCRAFT DATE Issued 9.4.56.

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

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

GUN BAY DOOR FASTENERS - DELETION OF IDENTIFICATION LABEL FROM TOGGLE FASTENER COVER SAFETY CABLES - VAMPIRE AIRCRAFT ALL MARKS.

A case has occurred where a Gun Bay Door Toggle Fastener had bee incorrectly fastened, due to the Identification Label on the Toggle Cov Safety Cable interfering with the fastener mechanism.

The offending lable is used for identification purposes only, an no other useful purpose. It is therefore advised that lables be removed safety cables at the first convenient opportunity. Work involved appro 10 minutes.

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ADVANCE

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TECHNICAL NEWS SHEET

SERIES V No 630 Issue 2. AIRCRAFT DATE 10.5.56.

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 9.4.56.

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

GUN BAY DOOR FASTENERS - DELETION OF IDENTIFICATION LABEL FROM TOGGLE FASTENER COVER SAFETY CABLES - VAMPIRE AIRCRAFT ALL MARKS.

A case has occurred where a Gun Bay Door Toggle Fastener had bee incorrectly fastened, due to the Identification Label on the Tpggle Cov Safety Cable interfering with the fastener mechanism.

The offending Lable is used for identification purposes only, an no other useful purpose. It is therefore advised that lables be removed safety cables at the first convenient opportunity. Work involved appro: 10 minutes.

NOTE: This information is covered by Special Technical Notice/Vampire/ issued by R.D.A. (Defects) Ministry of Supply, St. Giles Court, Giles High Street, London. W.C.2.

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TECHNICAL NEWS SHEET Issued On

SERIES V No 631 DH AIRCRAFT DATE 13.4.56.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 13, RADIO.

10 CHANNEL V.H.F. TR1934, 1935, 1936, 1985, 1986, 1987 & 1998: CHANNEL SELECTOR AND DRIVE UNIT MECHANISMS: GREASING

We are circulating for your information and necessary action the follow 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 Notice/Radio(Airborne Assembly)/18.

It has been found, from investigation, that the grease used in Channel Selector and Drive Unit Mechanisms, Grease XG/275 (DTD.825) Ref.34B/222 tends to harden and may cause the mechanisms to jam.

Operators are advised to discontinue the use of this grease and in futu use XG/290 (DTD.577) Ref.34B/272 whilst further investigation is made a until a final recommendation is given.

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TECHNICAL NEWS SHEET

SERIES V NO 632 DH AIRCRAFT DATE 13.4.56.

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

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

REPAIRS TO FLAP AND DIVE BRAKE SHROUDS

VAMPIRE ALL MARKS.

Repair Instruction Sheet No. 150 with drawing Z.006715/16 and D ROOD.466 detail the appropriate repairs to Flap and Dive Brake Shrouds loose rivets and subsequently cracking of the skins has occurred, and for re-inforcing the shrouds to prevent skin panting.

Copies of the Repair Instruction Sheet and Drawings may be orde the Service Department, de Havilland Aircraft Co.Ltd., Hatfield, Hertf

Order the . . .

Minute RRAF/9016/13/ENG dd 2)6/56
to SESO

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TECHNICAL NEWS SHEET

SERIES V No 633 DH AIRCRAFT DATE 19.4.56.

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

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

Issued c

VAMPIRE AIRCRAFT - GROUND RUNNING.

Incidents have occurred of serious icing up of the ground running air take guards when running engines under conditions of dense fog and out side air temperature in the region of 32°F. In one case there was slig fog with an outside air temperature of 37°F.

During the engine runs the air intake guards iced up to such an extent to cause collapse of the intermediate air intakes and damage to the engine through overheating. The first indication of this icing to the occupant of the cockpit was an increase in jet pipe temperature.

These unusual incidents are considered to be of sufficient importance advise all concerned to avoid, where possible, running of jet engines Vampire aircraft in conditions when likelihood of icing may occur.

Note: This information is covered by Special Technical Notice/Vampire/ issued by R.D.A.(Defects), Ministry of Supply, St.Giles Court, St.Gile High Street, London, W.C.2.

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TECHNICAL NEWS SHEET

SERIES V No 634 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

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

REPAIRS TO LEADING EDGE OF FORWARD AIR INTAKE DUCT NOSE FAIRING - VAMPIRE TRAINER AIRCRAFT.

Repair Instruction Sheet No.151 with drawing R15W107 details a typical repair in the leading edge of the forward air intake duct nose fairing

Copies of the Repair Instruction Sheet and Drawing may be ordered from the Service Department, de Havilland Aircraft Co. Ltd., Hatfield, Hertfordshire.

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order sheet when issued
Minute RRAF/9016/13/ENG dtd
& SE500

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TECHNICAL NEWS SHEET

SERIES V No 635 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

Issued

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

PARACHUTE ASSEMBLIES, BACK TYPE MARK 9, FITTED TO EJECTION SEATS, - INABILITY TO OPERATE MANUAL OVER-RIDE.

We are circulating for your information and necessary action, the ing, which has been issued by R.D.A. (Defects) Ministry of Supply, St. (Court, St. Giles High Street, London, W.C.2., in the form of Servicing tion/Ejection Seat/5.

Cases have been reported on Parachute Assemblies, Back Type Mark to Ejection Seats Marks 3A, 3B, 3G, 3H, 3J, 3K and 3L and installed, of to operate the manual over-ride due to stowing the connector under the where it can prevent free movement of the slide disconnect pin.

Immediately on receipt of this instruction and subsequently whene parachute pack is serviced and reinstalled in the ejection seat proceed follows:-

(a) Couple the slide disconnect pin in the approved manner (see Volume 1, Section 4, Chapter 22, Figures 19 and 20 or Chapte Figures 15 and 16 as appropriate) ensuring that the withdraw (A on the attached sketch) is lying taut and evenly parallel ripcord housings (B on the attached sketch). The line should approximately $\frac{1}{2}$ inch beyond the forward edge of the pack and then be returned upon itself to run upwards at an angle of a mately 45° as shown on the sketch.

(b) Fasten the cover flap in place so that the screwed connector visible outside the flap as shown on the smaller sketch.

(c) Stow the pack in the container.

Estimated Man Hours - 1/4

Action is being taken to incorporate this S.I. in A.P.1182A, Volu

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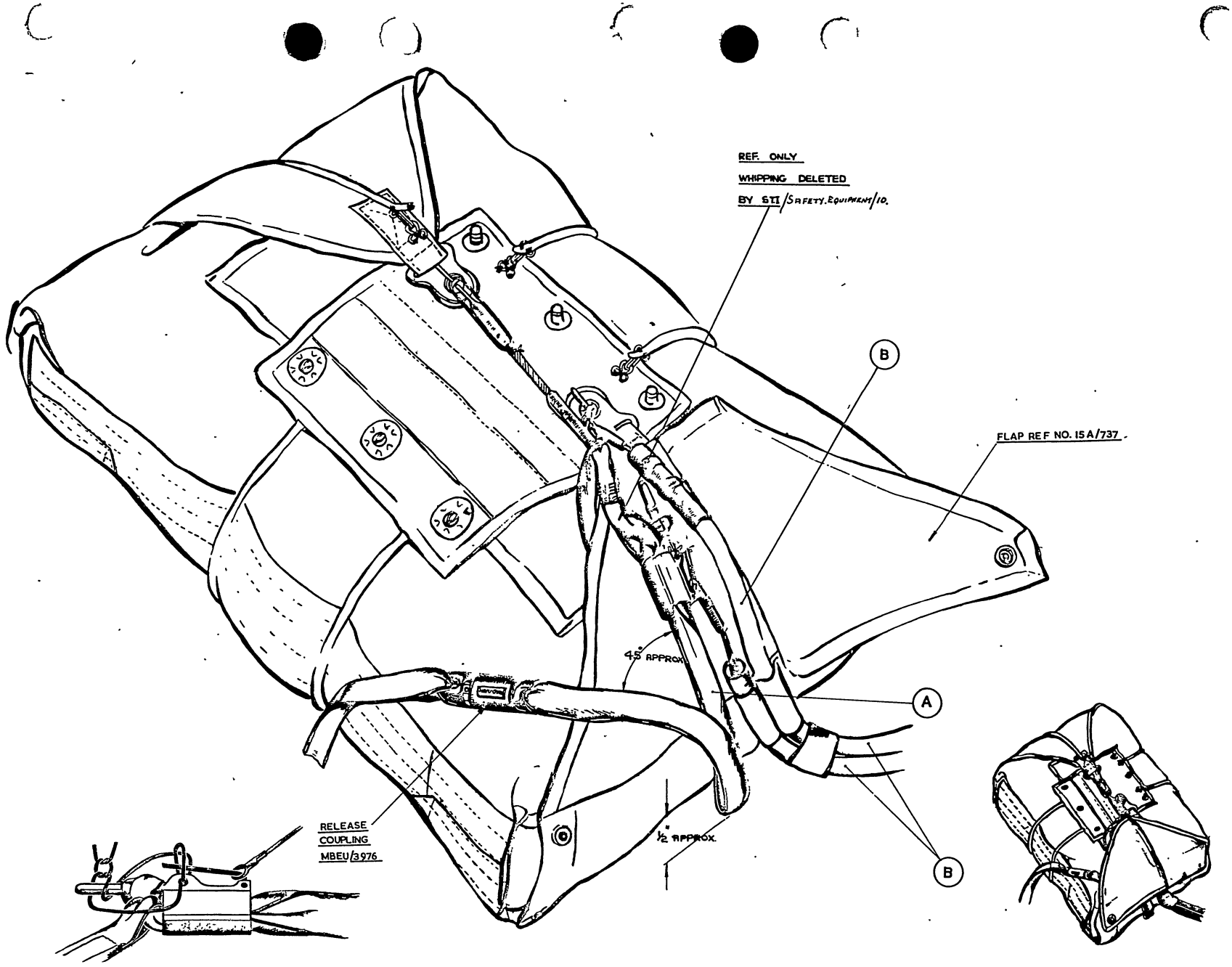

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TECHNICAL NEWS SHEET

SERIES V No 635 Issue 2 DATE 25.5.56.

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 23.4.56 but Drawing C/SK, is to be retained.

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

ISSUED ON 11.6.56

PARACHUTE ASSEMBLIES, BACK TYPE MARK 9, FITTED TO EJECTION SEATS - INABILITY TO OPERATE MANUAL OVER-RIDE.

We are circulating for your information and necessary action, the following, which has issued by R.D.A. (Defects), Ministry of Supply, St.Giles Court, St.Giles High Street, L W.C.2., in the form of Servicing Instruction/Safety Equipment/2 which cancels and super Servicing Instruction/Ejection Seat/5.

Cases have been reported on Parachute Assemblies, Back Type Mark 9 fitted to Ejection Marks 3A, 3B, 3G, 3H, 3J, 3K and 3L and installed, of inability to operate the manual ride due to stowing the connector under the cover flap where it can prevent free mov of the slide disconnect pin.

Immediately on receipt of this instruction and subsequently whenever the parachute pa serviced and reinstalled in the ejection seat proceed as follows:-

(a) Couple the slide disconnect pin in the approved manner (see A.P.1182A, Volu Section 4, Chapter 22, Figures 19 and 20 or Chapter 27, Figures 15 and 16 as appropr ensuring that the withdrawal line (A on the attached sketch is lying taut and c parallel to the ripcord housings, (B on the attached sketch). The line should pr approximately ½ inch beyond the forward edge of the pack and should then be ret upon itself to run upwards at an angle of approximately 45° as shown on the sk

(b) Fasten the cover flap in place so that the screwed connector is visible outsid flap as shown on the smaller sketch.

(c) Stow the pack in the container.

Estimated Man Hours - 1/4.

Action is being taken to incorporate this S.I. in A.P.1182A, Volume 1.

NOTE:- The drawing published with Issue 1 of this Technical News Sheet should be am to read S.I./Safety Equipment/2.

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TECHNICAL NEWS SHEET

SERIES V No 635 Issue 3 AIRCRAFT DATE 10.10.56

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 SUPERSEDES AND CANCELS ISSUE 1 DATED 23. AND ISSUE 2 DATED 25.6.56.

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 10, MISCELLANEOUS EQUIPMENT

STI issued on

PARACHUTE ASSEMBLIES FITTED TO EJECTOR SEATS - INABILITY TO OPERATE MANUAL OVERRIDE

We are circulating for your information and necessary action, following, which are extracts from Special Technical Instruction/Sa Equipment/12A issued by R.D.A.(Defects) M.O.S., St. Giles Court, St High Street, London, W.C.2. This information cancels and supersed Servicing Instruction/Safety Equipment/2 published on Issue 2 of th Technical News Sheet.

Cases have been reported on Parachute Assemblies, Back Type, to Ejection Seats Marks 2 and 3 in which Modifications, Ejection Se 187, 203, 204, 205, 206 and 207 have been incorporated, of inabilit operate the manual override.

As soon as possible, but within 7 days of receipt of this Ins the Parachute Assembly should be removed from the seat and the follc action taken :-

(a) Disengage the slide disconnect from the closure pin static

(b) Remove the parachute withdrawal line.

(c) Lay out the parachute withdrawal line so that the release coupling (Part No. M.B.E.U. 3976) is toward the operator an the slide disconnect loop is remote from him.

(d) Remove the slide disconnect body from the parachute withdra line.

Continue

) Refer to Drawing No. S.T.I./Safety Equipment/12A attached. Remove the transverse row of stitching at the slide disconnect loop of the parachute withdrawal line. Remove the side rows of stitching as far back as the second transverse row, taking care not to damage either the strop or the second transverse row of stitching.

') Replace the body of the slide disconnect on the loop of the withdrawal line so that the pin points toward the end of the loop.

;) Reassemble the parachute withdrawal line and slide disconnect, proceeding as follows. Refer to Drawing No. S.T.I./Safety Equipment/12A.

(1) Pass the loop of the withdrawal line through the loop at the end of the closure pin static line.

(2) Lay a length of double, unwaxed, linen thread, white No. 40 (Ref. 32B/654) across the loop of the parachute withdrawal line.

(3) Draw the loop of the withdrawal line over the pin of the slide disconnect body and pull tight.

(4) Pass the eye of the cable from the manual override D ring over the cranked pin of the slide disconnect.

(h) Pass a single scarlet thread (Ref. 15A/181) through the hole in the lug of the disconnect, over the cranked pin, and back through the hole. Pull the ends of the thread tight and bring them to the front below the pin. Cross the ends in front of the withdrawal line loop, bring them up round the pin, and tie-off in a double reef knot.

(j) Lay the parachute withdrawal line on the top of the pack, without tension, so that :-

(1) All slack is taken up

(2) both closure pins are fully home in their respective cones.

(k) Rotate the body of the disconnect so that the lug of the disconnect butts against the ripcord housing, and proceed as follows :-

Contd ...

(k) Contd.

(1) Packs, Type B, Mk. 8 (Ref. 15A/664) Pass a single scarlet thread (Ref. 15A/181) under the ripcord housing midway between the two blocks of stitching, and through the hole in the lug of the disconnect. Pull the ends of the thread tight and tie off in a double reef knot.

(2) Packs, Type B, Mk. 9 (Ref. 15A/673) Using single scarlet thread (Ref. 15A/181), sew one stitch through the canvas tunnel of the rip cord housing, in the position shown in Drawing No. S.T.I./Safety Equipment/12A, and through the hole in the lug of the disconnect. Pull the ends of the thread tight, tie off in a double reef knot.

(l) Take the upper double 40 thread (Ref. 32B/654) from the static 1 disconnect and pass it down through the pack lug as shown in Drawing No. S.T.I./Safety Equipment/12A. Take the lower double 40 thread and, with no more than sufficient tension to remove slack, tie it to the upper double thread with a double reef knot taking care not to stress the scarlet thread ties.

(m) Hold the parachute withdrawal line down the side of the pack, covering the manual override cable housing using just sufficient tension to take up any slack. Take a needle, threaded with No 40 thread and pass it through the withdrawal line at a point ½ inch above the lower edge of the wax thread stitching on the housing. (See drawing). Pass the double thread under the hous and back up through the withdrawal line. Make sure that the 40 cord threads are bearing on the wax thread stitching.

(n) Take the ends of the double thread, pull tight and tie off in a double reef knot. It will be observed that this tie brings the parachute withdrawal line into a designed tension which is share by the double 40 cord at the pack lug.

(o) Check that the forward closure pin is locked with double scarlet thread. (Ref. 15A/181).

(p) Fold the parachute withdrawal line immediately below the reinfor section. Bring the release coupling (Part No. M.B.E.U. 3976) across the pack between the disconnect and the press-stud.

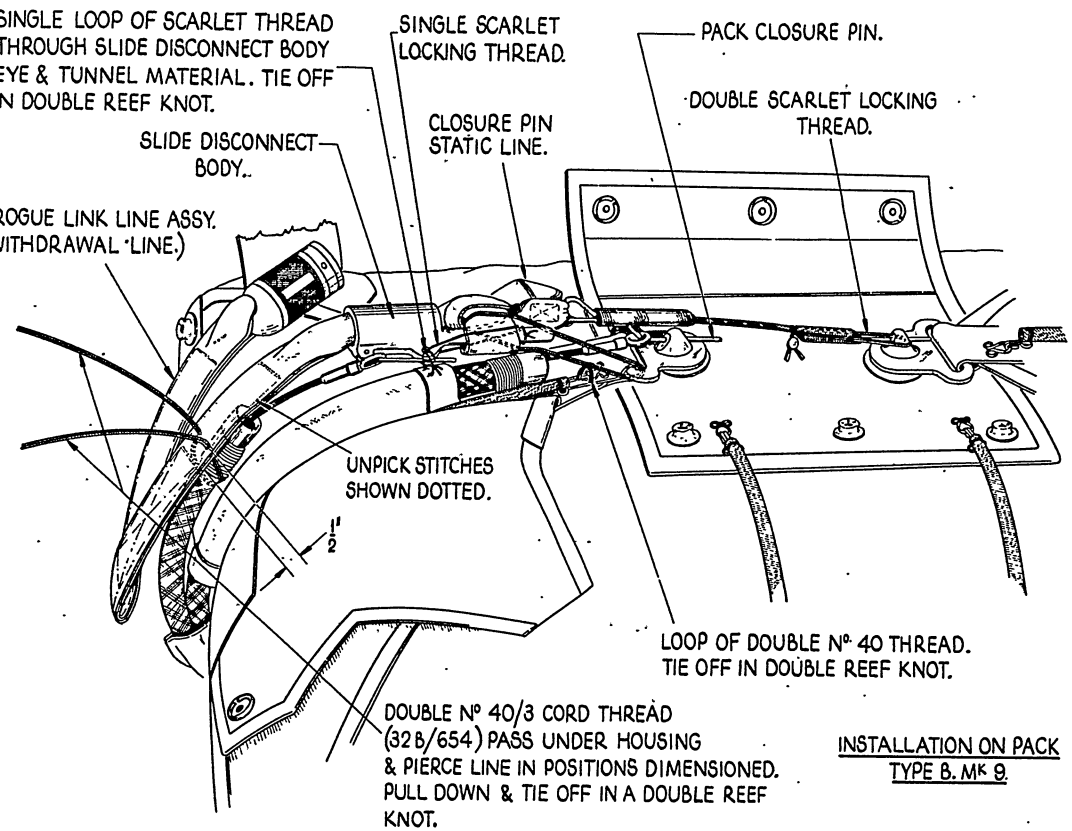
(q) Fold the Flap of the slide disconnect cover over the disconnect, taking care not to disturb it in any way, and tuck in the free end under the pack flap.

Contd ..

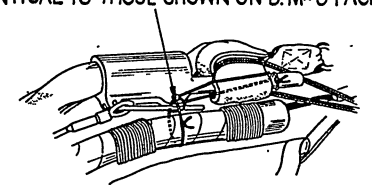
(r) Secure the slide disconnect cover by fastening its press-stud, taking care that the release coupling (Part No. M.B.E.U. 3976) of the parachute withdrawal line projects from the cover between the press-stud and the slide disconnect. Pass the loop of the parachute withdrawal line under the pack elastic.

Estimated Man-hours : $\frac{3}{4}$ hour per assembly.

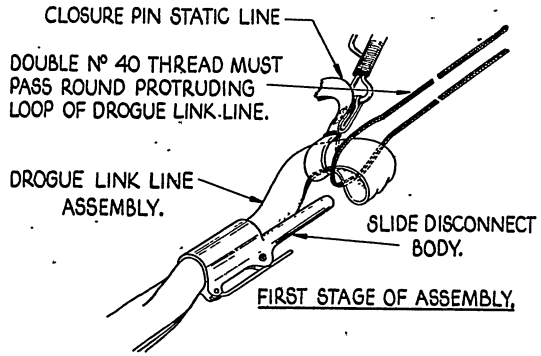
NOTE : This S.T.I. does not apply to Ejection Seats not yet fitted with larger and controller drogues.



INSTALLATION ON PACK TYPE B. MK 9.



INSTALLATION VARIATION OF B. MK 8 PACK FROM B. MK 9 PACK.



FIRST STAGE OF ASSEMBLY.

INSTALLATION OF SLIDE DISCONNECT ASSEMBLY.

ST.I./SAFETY EQUIPMENT/12

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TECHNICAL NEWS SHEET

SERIES V NO 636 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

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

PARTIAL SEIZURE OF MOLLART UNIVERSAL COUPLING ON CONTROL COLUMN AILERON DRIVES - VAMPIRE TRAINER AIRCRAFT.

Cases have occurred of restricted lateral or longitudinal movemen the control columns due to partial seizure of the Mollart Universal coup Part No. K.98531 which is part of the aileron drives 15.FC.13A and 15.FC at the base of the control columns. In each case the partial seizure was to lack of lubrication.

It is recommended that Vampire Modification 3449 which introduces flexible plastic cover for the Mollart Joint, as a protection against in of foreign matter and to retain adequate lubrication, should be embodied soon as possible.

Until such time that Modification 3449 is embodied it is further commended that adequate lubrication of the joint is assured, using anti- oil OM.150, D.T.D.417A and the lubrication repeated at intervals of 75 f hours or 6 weeks whichever is the sooner, or at the relevant servicing c in use.

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TECHNICAL NEWS SHEET

SERIES V NO 636 Issue 2 DATE 27. 8. 5

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 23. 4

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

PARTIAL SEIZURE OF MOLLART UNIVERSAL COUPLING ON CONTROL COLUMN AILERON DRIVES - VAMPIRE TRAINER AIRCRAFT.

Cases have occurred of restricted lateral or longitudinal mo of the control columns due to partial seizure of the Mollart Univers coupling Part No. K.98531 which is part of the aileron drives 15CF.1 15CF.14A, at the base of the control columns. In each case the par seizure was due to lack of lubrication.

It is recommended that Vampire Modification 3449 which intro a flexible plastic cover for the Mollart Joint, as a protection agai ingress of foreign matter and to retain adequate lubrication, should embodied as soon as possible.

Until such time that Modification 3449 is embodied it is furt recommended that adequate lubrication of the joint is assured, using freeze oil OM.150,D.T.D.417A and the lubrication repeated at interval 75 flying hours or 6 weeks whichever is the sooner, or at the relevan servicing cycle in use.

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TECHNICAL NEWS SHEET

SERIES V No 637 DATE 24.4.56.

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

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

REPAIRS TO WING RIB 2 - REPAIR INSTRUCTION SHEET 152.

During repairs to Rib 2 in accordance with Repair Instruction Sheet 137, cases have been reported of holes at diaphram attachment to Rib 2 found in excess of $\frac{1}{4}$" diameter.

Repair Instruction Sheet No. 152 and Drawings ROOD463-4, ROOD465 and ROOD433-4 detail the appropriate action when the holes are found to be in excess of $\frac{1}{4}$" diameter.

Note: Technical News Sheets V634 and 636 were applicable to Vampire Trainer Aircraft and V635 was applicable only to Vampire Trainer Aircraft fitted with Ejection Seats.

Keep when drawing sheet acceptable

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Minute RRAE/9016/13/ENG dd 2/6/56
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TECHNICAL NEWS SHEET

SERIES V No. 637 Issue 2 DATE 6.6.56.

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 NO.1 DATED 24.1

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

REPAIRS TO WING RIB 2 - REPAIR INSTRUCTION SHEET 152.

During repairs to Rib 2 in accordance with Repair Instruction Sheet 1[illegible] (Technical News Sheet V301 refers) cases have been reported of holes [illegible] diaphragm attachment to Rib 2 found in excess of $\frac{1}{4}$" diameter.

Repair Instruction Sheet No.152 and Drawings ROOD463-4, ROOD465 and ROOD433-4 detail the appropriate action when the holes are found to be in excess of $\frac{1}{4}$" diameter.

Copies of the Repair Instruction Sheet and relevant drawings may be ordered from the Service Department, de Havilland Aircraft Co. Ltd., Hatfield, Herts.

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Note:- Technical News Sheets V634 and 636 were applicable to Vampire Trainer Aircraft and V635 was applicable only to Vampire Trainer Aircraft fitted with Ejection Seats.

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TECHNICAL NEWS SHEET

SERIES V NO 637 Issue 3 DATE 21.6.56

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 24. AND ISSUE 2 DATED 6.6.56.

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

REPAIRS TO WING RIB 2 - REPAIR INSTRUCTION SHEET 152.

During repairs to Rib 2 in accordance with Repair Instructio 137, (Technical News Sheet V.301 refers) or the embodiment of Vamp. Modification 3494, cases have been reported of holes at diaphragm ment to Rib 2 found in excess of $\frac{1}{4}$" diameter.

Repair Instruction Sheet No.152 details the appropriate acti the holes are found to be in excess of $\frac{1}{4}$" diameter.

Copies of the Repair Instruction Sheet and relevant drawings ordered from the Service Department, de Havilland Aircraft Co. Ltd. Hatfield, Herts.

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Note:- Technical News Sheets V.634 and 636 were applicable to Vamp Trainer Aircraft and V.635 was applicable only to Vampire T Aircraft fitted with Ejection Seats.

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TECHNICAL NEWS SHEET

SERIES V No 638 DH AIRCRAFT DATE 30.4.56

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

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

Read by

EJECTION SEATS - MINIMUM RECOMMENDED HEIGHT FOR EJECTION.

We are circulating for your information and necessary action, the fol which are extracts from Special Flying Instruction T.F.702 issued by (Defects), Ministry of Supply, St. Giles Court, St. Giles High Street, W.C.2.

The following recommendations should be drawn to the attention of Pil garding Ejection Seats at present in use.

The minimum recommended height for ejection with the Mk. 3B Seats fitt Duplex Drogue (3-second delay) is 200ft at a minimum speed of 120 kno

It is emphasised that the above is the minimum height in straight and flight.

When an aircraft is descending out of control pilots are advised to al it not later than 5,000 feet above the ground.

Recommended and Maximum Speeds. Speeds should be as low as practicable preferably below 400 knots. Above this speed, injury to the limbs is p ible.

Ejection at Altitude. If it is decided to stream the parachute manuall this should not be done above 20,000 feet.

Ejection through the Cockpit Canopy. This is not feasible with the Vam Trainer because of the central canopy member.

If the canopy jettison control has been pulled but the canopy does not the aircraft, every attempt should be made to push it off before eject since, apart from the risk of injury, if the seat is ejected through it there is a grave risk that the canopy or the frame, if the perspex is shattered, will become entangled with the seat, jeopardising the chanc a successful escape.

Continued.....

on from the Inverted Attitude. If possible, the aircraft should not be ned by ejection seat when it is in the inverted attitude, owing to the le risk of injury due to the lack of negative "G" restraint provided present type of harness.

ater Ejection. Aircraft should always be ditched with the canopy oned. The best chance of escape then lies in releasing the safety s after coming to rest and inflating the life saving waistcoat after ig the aircraft.

successful underwater ejection has been made the ejection seat may be as a last resort, but little is known about the behaviour of such seats water.

ctive Helmets. When wearing the protective helmet, there is a possi- y, particularly with tall pilots, that when the ejection seat blind e is operated, it may foul the top of the helmet, thus pulling the head rd. It is essential, therefore, that all aircrew wearing protective ts should verify before flight that the ejection seat blind handle can ached, and when ejecting, that a conscious effort be made to keep the pressed back hard against the head rest. If necessary, the blind handle e raised slightly initially to clear the top of the helmet.

:- The above information cancels and supersedes Special Flying Instruction T.F.682 which was published on Technical News Sheet M.A.G.123 which should be annotated accordingly and reference made to Technical News Sheet V.638.

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TECHNICAL NEWS SHEET

SERIES V. No 638 Issue 2. DATE 10.10.56.

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 NEW SHEET CANCELS AND SUPERSEDES ISSUE 1 DATED 30.4.56.

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 7, FUSELAGE ASSEMBLY
SUB HEADING 8, GENERAL

USE OF EJECTION SEATS.

We are circulating for your information and necessary action, the following, which are extracts from Special Flying Instruction/ Ejection Seat /3 issued by R.D.A.1. (Defects) M.C.S., St. Giles Court, St. Giles High Street, London, W.C.2. This Special Flying Instructio cancels and supersedes the information published on Issue 1 of this Technical New Sheet and also Special Flying Instruction/ Ejection Seat 2 published on Technical News Sheet V.639 which should be removed fror the folder and destroyed and the number 639 added to Appendix 1 to the Technical News Sheet "Cancellation of Technical News Sheets" dated 18. which is filed prior to the Index.

The following recommendations should be drawn to the attentio of aircrew regarding ejection seats at present in use.

MINIMUM RECOMMENDED HEIGHT FOR EJECTION (in straight and level flight).

Mk.3B Seats fitted with Duplex Drogue (3-second delay).	200 feet at minimum speed 120 knots.

It is emphasised that this is the minimum height in straight and level flight.

When an aircraft is descending out of control it should be abandoned not later than 5000 feet above the ground.

Continued .....

RECOMMENDED AND MAXIMUM SPEEDS. Speeds should be as low as ɔable and preferably below 400 knots. Above this speed injury to ıbs is possible, although less likely in seats fitted with leg ınt.

EJECTION AT ALTITUDE. If it is decided to stream the parachute ly, this should not be done above 20,000 feet.

EJECTION THROUGH THE CANOPY. This is not feasible with the e Trainer because of the central canopy member.

If the canopy jettison control has been pulled but the canopy ot leave the aircraft, every effort should be made to push it off ejecting, since if ejection takes place through an unlocked there is a grave danger that the canopy or frame will become en- d with the seat and its occupant, thus jeopardizing the chances of ɔessful escape.

EJECTION FROM THE INVERTED ATTITUDE. If possible, the aircraft l not be abandoned by ejection seat when it is in the inverted ıde, owing to the possible risk of injury due to the lack of ıve G restraint provided by the present type of harness.

UNDERWATER EJECTION. Aircraft should always be ditched with the y jettisoned. The best chance of escape then lies in releasing ıfety harness after coming to rest and inflating the life-saving ɔoat after leaving the aircraft.

As one successful underwater ejection has been made the ejection may be used as a last resort, but little is known about the ıour of such seats under water. Trials are proceeding.

PROTECTIVE HELMETS. When wearing the protective helmet there possibility, particularly with tall aircrew, that when the ejection blind handle is operated it may foul the top of the helmet, thus ıng the head forward. Aircrew wearing protective helmets should y before flight that the blind handle can be reached, and when ing, make a concious effort to keep the head pressed back against ıead rest. If necessary the blind handle may be slightly raised ally to clear the top of the helmet.

EJECTION SEATS FITTED WITH LEG RESTRAINT. Aircrew are warned if the leg restraining cords are incorrectly fitted to the safety ıss the automatic release mechanism may be prevented from functioning ejection. The cords must be fitted as follows:-

A. Secure the leg straps below the knees with the D-ring to the rear.

Continued.....

B. Pass the left nylon cord through the right leg D-ring the underneath the safety harness lap strap and then insert the right shoulder safety harness eye piece through the loop on the cord. Secure the safety harness shoulder strap in the quick-release box.

C. Repeat for the other cord passing the right nylon cord through the left leg D-ring then underneath the safety harness lap strap and then insert the left shoulder safe harness eye piece through the loop on the cord. Secure the safety harness shoulder strap in the quick-release b

NOTE. The above information cancels and supersedes Special Flying Instruction TF.682 which was published on Technical News Sheet M.A.G which should be annotated accordingly and reference made to Technica News Sheet V.638.

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

TELEPHONE CHRISTCHURCH 1600
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TECHNICAL NEWS SHEET

SERIES V No. 638 Issue 3 DATE 8. 10. 1958

AIRCRAFT

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

This News Sheet cancels and supersedes Issue 2 dated 10. 10. 1956.

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

The following recommendations should be drawn to the a of aircrew regarding ejection seats at present in use.

MINIMUM RECOMMENDED HEIGHT FOR EJECTION (in straight and l flight).

Mk. 3B Seats fitted with Duplex Drogue (3-second delay).	200 feet at a minimum speed 120 knots.

It is emphasised that this is the minimum height in st and level flight.

When an aircraft is descending out of control it shoul abandoned not later than 5000 feet above the ground.

RECOMMENDED AND MAXIMUM SPEEDS. Speeds should be as low a practicable and preferably below 400 knots. Above this speed injury the limbs is possible, although less likely in seats fitted with leg restraint.

EJECTION AT ALTITUDE. If it is decided to stream the para manually, this should not be done above 20,000 feet.

EJECTION THROUGH THE CANOPY. This is not feasible with th Vampire Trainer because of the central canopy member.

If the canopy jettison control has been pulled but the can does not leave the aircraft, every effort should be made to push it o before ejecting, since if ejection takes place through an unlocked canopy there is a grave danger that the canopy or frame will become e

Contin

ɜsue 3 continued

vith the seat and its occupant, thus jeopardizing the chances of a ıl escape.

EJECTION FROM THE INVERTED ATTITUDE. If possible, the aircraft ɔt be abandoned by ejection seat when it is in the inverted , owing to the possible risk of injury due to the lack of 'G' restraint provided by the present type of harness.

UNDERWATER EJECTION. Aircraft should always be ditched with the ettisoned. The best chance of escape then lies in releasing the arness after coming to rest and inflating the life-saving t after leaving the aircraft.

As one successful underwater ejection has been made the ejection be used as a last resort, but little is known about the behaviour seats under water. Trials are proceeding.

PROTECTIVE HELMETS. When wearing the protective helmet there is ilityy particularly with tall aircrew, that when the ejection nd handle is operated it may foul the top of the helmet, thus the head forward. Aircrew wearing protective helmets should ɔefore flight that the blind handle can be reached, and when ;, make a conscious effort to keep the head pressed back against l rest. If necessary the blind handle may be slightly raised .y to clear the top of the helmet.

EJECTION SEATS FITTED WITH LEG RESTRAINT. Aircrew are warned the leg restraining cords are incorrectly fitted to the safety the automatic release mechanism may be prevented from functioning jection. The cords must be fitted as follows:-

A. Secure the leg straps below the knees with the D-ring to the rear.

B. Pass the left nylon cord through the right leg D-ring then underneath the safety harness lap strap and then insert the right shoulder safety harness eye piece through the loop on the cord. Secure the safety harness shoulder strap in the quick-release box.

C. Repeat for the other cord passing the right nylon cord through the left leg D-ring then underneath the safety harness lap strap and then insert the left shoulder safety harness eye piece through the loop on the cord. Secure the safety harness shoulder strap in the quick-release box.

Continued....

This information has been issued by the Ministry of Supply as Special Flying Instruction/Ejection Seat/3.

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SUB HEADING 7. FUSELAGE ASSEMBLY
8. GENERAL.

INTRODUCTION OF GROUND LEVEL EJECTION FACILITIES.

It is to be brought to the attention of Aircrews that in Aircr fitted with Ejection Seats, the published minimum recommended altitude safe ejection is based on the assumption that the aircraft's flight pat is parallel to the ground at the instant of ejection. If the aircraft descending, or nose down, more than the recommended minimum altitude wi be required.

Ejection seats are now being introduced into service which hav ground level ejection capabilities provided that the aircraft's flight is parallel to the ground and the speed is a minimum of 90 knots. Tria show, however, that ejection at still lower speeds may be successful.

Ejection seats with ground level ejection capabilities have th following :-

(a) 80 ft. per second gun.
(b) 22 inch diameter pilot drogue.
(c) Solid drogue gun bullet.
(d) 1¼ second time relay and "G" controller.

This information has been issued by the Ministry of Supply as Special Flying Instruction/Ejection Seat/8.

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The last News Sheet applicable to the Marks 11, 22 and 55 was V. 637.

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TECHNICAL NEWS SHEET

SERIES V NO 639 DATE 8.5.56.

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

Issued by

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

EJECTION SEATS FITTED WITH LEG RESTRAINING STRAPS.

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

1. Pilots are warned that if the leg restraining cords are incorr fitted to the safety harness the automatic release mechanism may be pr from functioning after ejection.

2. The cords must be fitted as follows:-

(a) Secure the leg straps below the knees with the D-rings to the rear.

(b) Pass the left nylon cord through the right leg D-ring the underneath the safety harness lap strap, and then insert right shoulder strap eye piece of the safety harness thro loop on the cord. Secure the safety harness shoulder stra the quick release box.

(c) Repeat for the other cord passing the right nylon cord th the left D-ring then underneath the safety harness lap st. and then insert the left shoulder strap eye piece of the harness through the loop on the cord. Secure the safety h shoulder strap in the quick release box.

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TECHNICAL NEWS SHEET

SERIES V NO 640 DATE 29.5.56.

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.

GYRO GUN SIGHT RECORDER MARK 3 FIXED MOUNTING INSTALLATIONS - ELECTRICAL PRECAUTIONS.

We are circulating for your information and necessary action, the following, which has issued by R.D.A. (Defects), Ministry of Supply, St.Giles Court, St.Giles High Street, L. W.C.2., in the form of Special Flying Instruction/Instruments/7.

In aircraft fitted with fixed (repeat) fixed Gyro Gunsight Mounting, Pilots are warned if the electrical connector is removed from or replaced in the Gyro Gunsight Recorder when the gunsight power supply is on there is a danger of blowing the five amp. fuse Gyro Gunsight circuit thus rendering the Gyro Gunsight inoperative.

Pilots must therefore ensure that the Gyro Gunsight Master Switch is off before removing replacing the electrical connector.

NOTE:- Technical News Sheets V638 and V639 were applicable only to Vampire Trainer aircraft fitted with Ejection Seats.

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Drawings

DE HAVILLAND SERVICE

RRHF Tech Order. HATFIELD HERTFORDSHIRE ENGLAND

13 Sect 2 Sub Sect E46. TELEPHONE HATFIELD 2345 TELEGRAMS HAVILLAND TELEX HATFIELD

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TECHNICAL NEWS SHEET

SERIES V NO. 641 DH AIRCRAFT DATE 17.5.56.

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

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

A. CRACKING OF OUTER AIR INTAKE DUCTS/ PART NOS. D007489AND, D007490AND - ~~VAMPIRE ALL MARKS~~
Servicing instruction/RRAF/VAMP/10.

Cracking of the Outer Air Intake Ducts has been experienced and the follo inspection and rectification action is recommended:-

1. Inspect the top and bottom inside area of the intake duct in th region of Wing Rib 1B, immediately aft of the butt joint betwee the nose intake fairing and the outer air duct.

2. Cracking in a fore and aft direction invariably occurs in the d skin at, and between rivets that pick up the angle member on th duct which is bolted to Wing Rib 1B.

3. Defective aircraft with cracks in this area (Para. 2) are to be treated as follows:-

   (a) Cracks commencing less than 1" from the leading edge of th duct skin are to be repaired to ~~R. 15. W. 109~~ irrespective o length of crack. (Repair Scheme/RRAF/VAMP, Vol 3 Sect 2 Sub Sect C

   (b) Cracks commencing more than 1" from the leading edge of th duct skin, and with an accumulative length greater than 3" are to be repaired to ~~R. 15. W. 109.~~

   (c) Should a crack in the duct radiate athwartships more than from a rivet, then the crack is to be arrested by a 1/8" diameter drill and subsequently repaired to R. ~~15. W. 109.~~

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4. ~~Defective aircraft within the limits (Para. 3) should be periodi cally checked.~~

BHS

NOTE:- ~~Technical News Sheets V638 to V640 were applicable to Vampire Tr Aircraft only.~~

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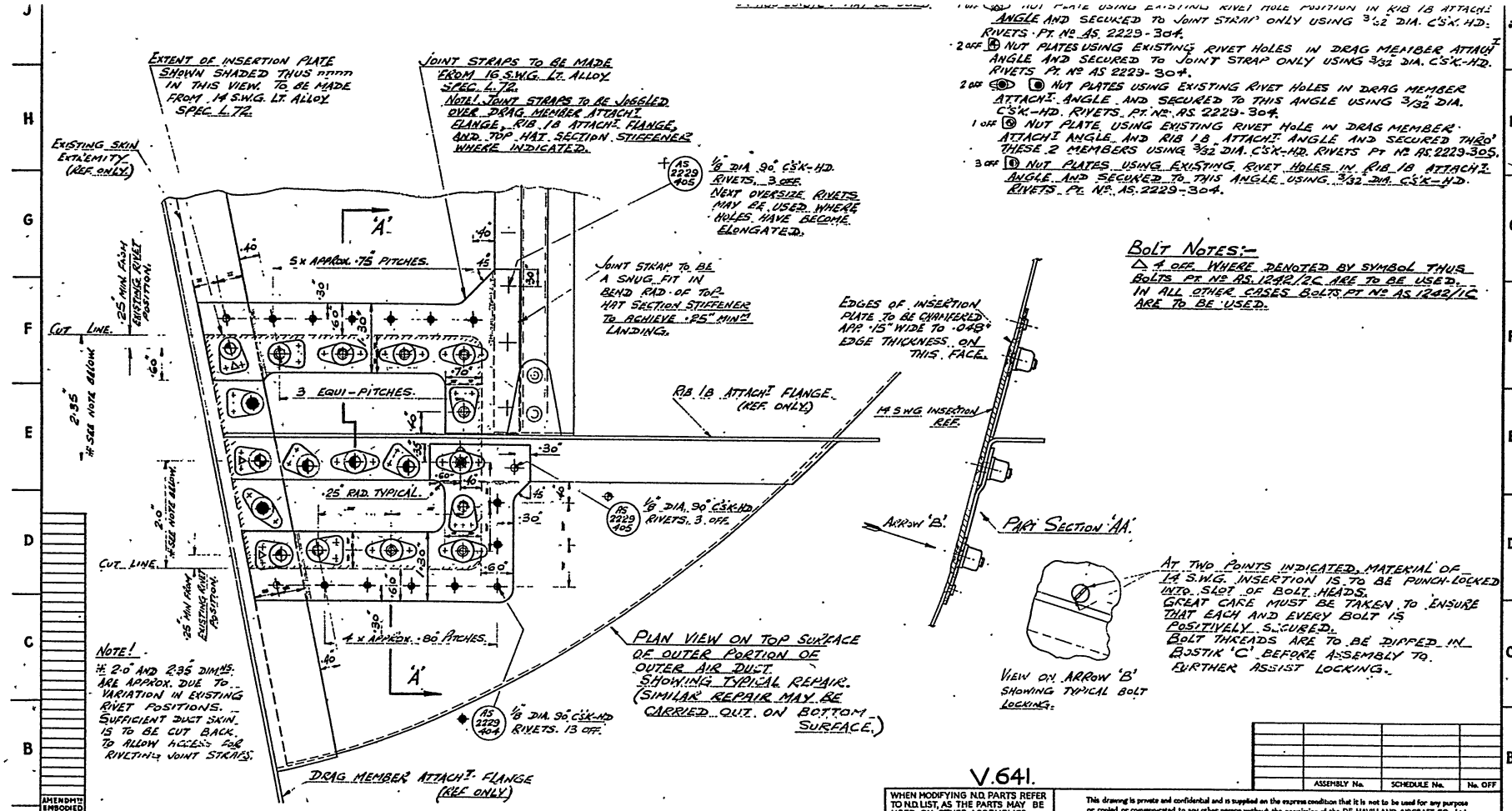

2 OFF NUT PLATES USING EXISTING RIVET HOLE POSITION IN RIB 1B ATTACH.T ANGLE AND SECURED TO JOINT STRAP ONLY USING 3/32 DIA. C'SK. HD. RIVETS. PT. Nº AS. 2229-304.

2 OFF NUT PLATES USING EXISTING RIVET HOLES IN DRAG MEMBER ATTACH.T ANGLE AND SECURED TO JOINT STRAP ONLY USING 3/32 DIA. C'SK-HD. RIVETS PT Nº AS 2229-304.

2 OFF NUT PLATES USING EXISTING RIVET HOLES IN DRAG MEMBER ATTACH.T ANGLE AND SECURED TO THIS ANGLE USING 3/32 DIA. C'SK-HD. RIVETS. PT. Nº. AS. 2229-304.

1 OFF NUT PLATE USING EXISTING RIVET HOLE IN DRAG MEMBER ATTACH.T ANGLE AND RIB 1B ATTACH.T ANGLE AND SECURED THRO' THESE 2 MEMBERS USING 3/32 DIA. C'SK-HD. RIVETS PT Nº AS. 2229-305.

3 OFF NUT PLATES USING EXISTING RIVET HOLES IN RIB 1B ATTACH.T ANGLE AND SECURED TO THIS ANGLE USING 3/32 DIA. C'SK-HD RIVETS. PT. Nº. AS. 2229-304.

Bolt Notes:-

△ 4 OFF WHERE DENOTED BY SYMBOL THUS BOLTS PT Nº AS.1242/2C ARE TO BE USED. IN ALL OTHER CASES BOLTS PT Nº AS 1242/1C ARE TO BE USED.

Note!

2.0" AND 2.35" DIMNS. ARE APPROX. DUE TO VARIATION IN EXISTING RIVET POSITIONS. SUFFICIENT DUCT SKIN IS TO BE CUT BACK TO ALLOW ACCESS FOR RIVETING JOINT STRAPS.

V.641.

ASSEMBLY No.	SCHEDULE No.	No. OFF

AMENDMTS EMBODIED

WHEN MODIFYING N.D. PARTS REFER TO N.D. LIST, AS THE PARTS MAY BE USED ON OTHER ASSEMBLIES

THE DE HAVILLAND AIRCRAFT Co. LTD. HATFIELD. HERTS.

ISSUE Nº	MOD. Nº	FINISH	MATERIAL	SPEC.	H/C	DESCRIPTION	DRAWING No.
NEW DR'G.	ALTERATION EMBODIED	PROTECT IN ACCORDANCE WITH AP 2662A.	As	ABOVE.	VAMPIRE ALL MARKS.	REPAIR TO OUTER AIR DUCT.	R15W109.

CHECKED | DATE OF MOD. | STRESS APPROVAL | DRAWN BY C.E. CARTER | APPROVED G. MATTHEWS. | DATE 3-5-56. | TRACED BY

Issue as repair scheme: Cordel.

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES V No 641 Issue 2 DATE 28.8.56.

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 17.5. BUT DRAWING R 15 W.109 IS TO BE RETAINED.

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

CRACKING OF OUTER AIR INTAKE DUCTS PART NOS. D007489AND, D007490AND - VAMPIRE ALL MARKS

Cracking of the Outer Air Intake Ducts has been experienced and following inspection and rectification action is recommended:-

1. Inspect the top and bottom inside area of the intake duct i the region of Wing Rib 1B, immediately aft of the butt join between the nose intake fairing and the outer air duct.

2. Cracking in a fore and aft direction invariably occurs in t duct skin at, and between rivets that pick up the angle mem on the duct which is bolted to Wing Rib 1B.

3. Defective aircraft with cracks in this area (Para.2) are to treated as follows:-

   (a) Cracks commencing less than 1" from the leading edge o the duct skin are to be repaired to R.15.W.109 irrespe of length of crack.

   (b) Cracks commencing more than 1" from the leading edge o duct skin, and with an accumulative length greater tha 3", are to be repaired to R.15.W.109.

   (c) Should a crack in the duct radiate athwartships more t .35" from a rivet, then the crack is to be arrested by 1/8" diameter drill and subsequently repaired to R.15.W.109.

Continued..

4. Defective aircraft within the limits (Para.3) should be periodically checked.

:- This information is covered by Special Technical Instruction/ Vampire/158 issued by R.D.A. (Defects), M.O.S., St. Giles Court, St. Giles High Street, London W.C.2.

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:- Technical News Sheets V638 to V640 were applicable to Vampire Trainer Aircraft only.

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TECHNICAL NEWS SHEET

SERIES V No 642 DATE 24. 5. 56.

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

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

REDESIGNED NAVIGATION LIGHT MOUNTINGS - VAMPIRE MODIFICATION 3396 - VAMPIRE TRAINER AIRCRAFT.

Production test flying with Vampire Modification 3396 embodied has rev an undesirable wing tip stall characteristic.

In consequence of the above, it is recommended that the embodiment of Vampire Modification 3396 be suspended until further notice.

Where air test reveals the necessity, any modified aircraft should be stored to the pre-modification standard.

NOTE:- This information is covered by Special Technical Notice/Vampi issued by R.D.A. (Defects), Ministry of Supply, St. Giles Cour St. Giles High Street, London, W.C.2.

No action

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TECHNICAL NEWS SHEET

SERIES V. No 642 DATE 12.10.56.
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 24.5

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

REDESIGNED NAVIGATION LIGHT MOUNTINGS - VAMPIRE MODIFICATION 3396 - VAMPIRE TRAINER AIRCRAFT.

Production test flying with Vampire Modification 3396 embodied has revealed an undesirable wing tip stall characteristic.

In consequence of the above, it is recommended that the embodiment of Vampire Modification 3396 be suspended until further notice.

Where air test reveals the necessity, any modified aircraft should be re-stored to the pre-modification standard.

NOTE 1. - This information is covered by Special Technical Notice/ Vampire/59 issued R.D.A. (Defects), Ministry of Supply, St. Giles Court, St. Giles High Street, London, W.C.2.

NOTE 2. - Vampire Modification 3544 supersedes Vampire Modificatior 3396

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TECHNICAL NEWS SHEET

SERIES V No. 644 DATE 8.6.56.

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

Stored on M

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 10 MISCELLANEOUS EQUIPMENT.
SUB HEADING 14, SERVICES AIRCRAFT.

EMERGENCY OXYGEN BOTTLE - MANUAL OPERATION - VAMPIRE TRAINER AIRCRAFT FITTED WITH EJECTION SEATS.

We are circulating for your information and necessary action, the following, whi been issued by R.D.A. (Defects), Ministry of Supply, St.Giles Court, St.Giles High S London, W.C.2., in the form of Special Technical Instruction/Vampire/155.

The Emergency Oxygen Bottle is installed in the front of the Ejection Seat and Operation is effected by pulling on the loop of the cable housing assembly whic along the top edge of the starboard side of the seat pan. The attention to this met manual emergency operation is drawn to personnel.

It is recommended that the following action be taken within 7 days of receipt o Technical News Sheet:-

(a) Cover the loop of exposed cable housing assembly with yellow P.V.C. Tubing, p with Black Wasp Stripes. The P.V.C. Tube should be approximately 8 inches

(b) Secure by whipping each end with Kite Cord.

Estimated man hours - 1

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

TELEPHONE CHRISTCHURCH 1600
CABLES HAVILLAND TELEX CHRISTCHURCH
TELEX CHRISTCHURCH 41-

TECHNICAL NEWS SHEET

SERIES V No. 644 Issue 2 DATE 25.4.1958

This News Sheet cancels and supersedes Issue 1 dated 8.6.1956.

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 10. MISCELLANEOUS EQUIPMENT.
14. AIRCRAFT SERVICES.

EMERGENCY OXYGEN BOTTLE : MANUAL OPERATION

Vampire Marks 11, 22, 55 and 55A.

The information published on Issue 1 of this news sheet has been cancelled and superseded by Technical News Sheet V.617 at Issue 3.

This information has been issued by the Ministry of Supply as Special Technical Instruction/Vampire/171 (Cancelling S.T.I./Vampire/150, 150A, Band C, and 155).

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The last News Sheet applicable to the Marks 11, 22, 55 and 55A was V. 64

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES V NO 645 DATE 8.6.56.

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

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

VAMPIRE TRAINER AIRCRAFT - 'G' LIMITATIONS.

The maximum limiting design figures for Vampire Trainer Aircraft are as follows:-

(a) For clean aircraft or clean aircraft and R.P.'s, + 6.2/3 'G'

(b) There is a speed restriction of 390 knots for a clean aircraft plus bombs aircraft with drop tanks (full or empty) the limiting figures are + 4 'G' maximum speed of 390 knots.

(c) The maximum negative 'G' loads (with or without drop tanks) are - 3.1/3 'G'.

For practical application of the above, R.D.A. (Defects), Ministry of Supply, S Court, St.Giles High Street, London, W.C.2., in Special Flying Instruction/Van impose a limit of + 6 'G' accelerometer reading for the clean aircraft condition.

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TECHNICAL NEWS SHEET

SERIES V NO 646 DATE 8.6.56.

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

No action

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

FIRE POTENTIAL ON VAMPIRE TRAINER AIRCRAFT WITH MODIFICATION 3209 EMBODIED.

Special flight trials have indicated that after aerobatics or manoeuvres inducing ne 'G', fuel is emitted from the vent pipe and there is a possibility of it re-enterir cowling through bad sealing at the vent pipe aperture in the cowling. It may alsc along the outside of the cowlings and enter the jet cone fairing at the rear, where (reverse air flow, it is carried forward to the region of the combustion chambers th creating a fire hazard.

To eliminate the risk of fires in the air, we advise the prohibition of negativ manoeuvres until Vampire Modification 3500 is embodied.

Modification 3500 introduces an improved sealing round the fuel vent outlet and ex the vent pipe below the cowling to ensure that any fuel emitted is carried clear o cowlings. This modification also introduces heavier gauge hydraulic pressure and su pipes from the pump to cut-out as these pipes have been known to fracture and the re ant loss of hydraulic fluid has added to the fire risk.

A modification leaflet has been prepared and distributed and modification kits are made available against customers orders.

The modification is Class A1 for the Vampire T.11 and Class 1 for Vampire T.55 and er ment at the earliest opportunity is strongly advised.

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TECHNICAL NEWS SHEET

SERIES V No 646 Issue 2. DATE 12.7.56.

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 SUPERSEDES AND CANCELS ISSUE 1 DATED 8.6.56.

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

FIRE POTENTIAL ON VAMPIRE AIRCRAFT WITH MODIFICATION 3209 OR 3044 EMBODIED.

Issued On

Special flight trials on Vampire Trainer aircraft with modificatio 3209 embodied, have indicated that after aerobatics or manoeuvres inducir negative 'G', fuel is emitted from the vent pipe and there is a possibili of it re-entering the cowling through bad sealing at the vent pipe apertu in the cowling. It may also flow along the outside of the cowlings and enter the jet cone fairing at the rear, where due to reverse air flow, it is carried forward to the region of the combustion chambers thereby creat a fire hazard and incidents of flash fires on Vampire Trainers have been attributed to these conditions.

Similar conditions exist on Vampire Night Fighter aircraft with modi fication 3209 embodied and on Vampire Fighter Bomber aircraft with modifi 3044 embodied but there is no confirmed evidence of incidents of fires o these aircraft.

To eliminate the risk of fires in the air, we advise that pilots sh be warned to avoid applying negative 'G' until the relevant modification been embodied.

Modification 3500, for Vampire Trainer aircraft with modification 3 embodied, introduces an improved sealing round the fuel vent outlet and extends the vent pipe below the cowling to ensure that any fuel emitted carried clear of the cowlings. This modification also introduces heavi gauge hydraulic pressure and suction pipes from the pump to cut-out as t pipes have been known to fracture and the resultant loss of hydraulic fl has added to the fire risk. A modification leaflet has been prepared an distributed and modification sets are available against customers orders This modification is Class A1 for the Vampire T.II and Class 1 for the V T.55 and T.55A and embodiment at the earliest opportunity is strongly adv

Continued ...

Modification 3534 is being prepared for Vampire Night Fighter aircraft modification 3209 embodied and Vampire Fighter Bomber aircraft with fication 3044 embodied. Due to lack of confirmed evidence of fire dents on these aircraft the modification is given a Class 2 classification and copies of the leaflet with price and delivery estimates will be tributed in the normal manner in due course and early embodiment is sed.

Operators in receipt of Special Flying Instruction/Vampire/6, issued D.A. (Defects), Ministry of Supply, will note that further modifications been mentioned for aircraft without modification 3209 or 3044 embodied we wish to advise that these modifications have not yet been approved ling flight trials to ascertain whether the fire potential in fact exists hese aircraft.

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Note : Issue 1 of this Technical News Sheet referred only to Vampire Trainer aircraft.

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TECHNICAL NEWS SHEET

SERIES V NO 647 AIRCRAFT DATE 11.6.56.

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.

EJECTION SEAT CARTRIDGES - HANDLING AND STORAGE PROCEDURE.

We are circulating for the information and necessary action of all operators aircraft fitted with Martin Baker Ejection Seats, the following extracts taken f Publication 1661 F, Volume 1, Section 6, Chapter 4 concerning the handling and limitations imposed upon the cartridges.

In addition to the normal precautions adopted when handling explosives, it is imp that the copper foil disc is not punctured. If this disc is punctured, it will per ingress of moisture and leakage of the charge. A cartridge in this condition is no used and should be destroyed.

This cartridge may deteriorate if it is subjected either to extreme changes in temp and pressure or to prolonged storage. To avoid any possibility of failure to fu this cartridge has been given 'lives' which are not to be exceeded. These 'liv known as 'total life' and 'life in aircraft' and are defined as follows:-

(1) Total Life - The life of a cartridge from the date of filling. This 'tota includes its life in storage and any 'life in aircraft' it may have. The total life is as follows:-

Temperate climates - Two years.
Tropical climates - 50 per cent of the unexpired 'total life in temperate cli to be calculated from the date of receipt of the cartridge in the tropical are

(2) Life in Aircraft - The life of a cartridge from the date of its first installa an aircraft. The maximum life in aircraft is as follows:-

Temperate or Tropical climates - Six months.

To illustrate the use of these terms for temperate climates, the following examp given:-

Continued

If a cartridge has been in its sealed container for 18 months and then installed in an aircraft, its total life and its life in aircraft expire on the same date.

If a cartridge has been in its sealed container for 20 months, and is then installed in an aircraft, it can remain installed for a maximum of four months only, by which time its total life will have expired.

llustrate the use of these terms, for tropical climates, the following examples are :-

If a cartridge is received in a tropical area 6 months after its date of manufacture, it would have 18 months of its 'total life in temperate climates' unexpired. Therefore, its 'total life in tropical climates' would be 9 months.

If a cartridge is received in a tropical area 14 months after its date of manufacture, it would have 10 months of its 'total life in temperate climates' unexpired. Therefore, its 'total life in tropical climates' would be 5 months.

s suggested that when a cartridge is to be installed in an ejection gun, the date of ry of its life in aircraft, or its total life, whichever is the sooner, should be bed on the wall of the cartridge, entered (in red ink) in the aircraft log book, and red in the record of cartridge changes. On this date, the cartridge should be removed the ejection gun, classified as unserviceable and suitably disposed of.

iew of the foregoing limitations it is recommended that operators do not order these ridges in large numbers but order small numbers more frequently, thus avoiding cessary waste of cartridge life in storage.

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TECHNICAL NEWS SHEET

SERIES V No 648 DATE 2.7.56.

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.

SWITCH, GENERAL PURPOSE (5C/2497) LOOSE CONTACTS

Vol 7:2: B5

Vampire Aircraft All Marks.

Numerous cases have been reported of the above switch making intermittent contact only, after very little use. The defect, caus by loose or displaced copper contacts, is due to the inadequacy of shellac to lock the retaining screws.

Switches by a particular manufacturer, Dorman & Smith Ltd. hav Barber Coleman shakeproof washer fitted at the subject positions an far as is known, give satisfactory service.

By reference to the a accompanying sketch, components of Dorma & Smith make can be identified. These may then be exempted from th following detailed action.

PROCEDURE

1. Remove from aircraft or segregate from Stores all items which markings other than those described, i.e. different coloured s and rivets, and a horizontal, as apposed to a vertical referen number.

2. Dismantle switch and remove both contact retaining screws. Fi suitable 6 B.A. "shakeproof" washer to each screw, e.g.

   A.G.S.2035A (internal teeth) or A.G.S.2034A (external te

   Apply shellac varnish to screw threads refit and tighten. Rem all superfluous varnish from switch interior.

3. Assemble mechanism and check function several times.

Continued...

Paint both counter/sunk face plate screw heads yellow, to record work as above.

The attention of operators holding a copy of A.P.4343B, Vol 2., drawn to Leaflet No. T2 (Alteration 2) which details the above work Electrical Modification B.127.

Breakdown of the following circuits through switch failure has in e past been reported;

Turn and Slip Indicator
G.M. 4B Compass
Engine Starter
Fuel Booster Pump
Bomb Selector.

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chnical News Sheets V642-V647 were applicable to Vampire 'ainer aircraft only.

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C J Woolley
Amend Vol 7. 2.88
Mod issued

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TECHNICAL NEWS SHEET

SERIES V NO 648 Issue 2 DH AIRCRAFT DATE 15.1.1957

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 2.7.1956, but the Drawing should be retained.

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING11, ELECTRICAL INSTALLATION

SWITCH, GENERAL PURPOSE (5C/2497) LOOSE CONTACTS

Vampire aircraft all marks.

Numerous cases have been reported of the above switch, making intermittent contact only, after very little use. The defect, caused by loose or displaced copper contacts, is due to the inadequacy of the shellac to lock the retaining screws.

Switches by a particular manufacturer, Dorman & Smith Ltd., have a Barber Coleman shakeproof washer fitted at the subject positions and as far as is known, give satisfactory service.

By reference to the accompanying sketch, components of Dorman and Smith make can be identified. These may then be exempted from the following detailed action.

NOTE: This switch is now obsolescent and is replaced by 5CW/4836

PROCEDURE

1. Remove from aircraft or segregate from Stores all items which have markings other than those described, i.e. different coloured screws and rivets, and a horizontal, as opposed to a vertical reference number.

2. Dismantle the switch and remove both contact retaining screws. Fit a suitable 6 B.A. "shakeproof" washer to each screw, e.g. A.G.S. 2035A (Internal teeth) or A.G.S. 2034 (external teeth) Apply shellac varnish to screw threads, refit and tighten. Rem

Cont...

all superfluous varnish from switch interior.

Assemble the mechanism and check its function several times.

Paint both countersunk face plate screw heads yellow, as an indication that the above work has been done.

The attention of operators holding a copy of A.P.4343B, Vol. 2, drawn to Leaflet No. T2 (Alteration 2) which details the above work Electrical Modification B.127.

Breakdown of the following circuits through switch failure has en reported in the past:

Turn and Slip Indicator
G.M.4B Compass
Engine Starter
Fuel Booster Pump
Bomb Selector.

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chnical News Sheets V642-V647 were applicable to Vampire ainer aircraft only.

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TECHNICAL NEWS SHEET

SERIES V No 649 DATE 6.7.56.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 4. FLYING CONTROLS.
SUB HEADING 14. SERVICES AIRCRAFT.

(Issued on

EMERGENCY OXYGEN SYSTEM - TUBE END FOULING ELEVATOR CONTROL - VAMPIRE TRAINER AIRCRAFT FITTED WITH EJECTION SEATS.

A case has occurred, while the flying controls were being check freedom of movement, of the emergency oxygen tube connection for the hand seat, whilst disconnected, becoming trapped between the eye end(No.K.0082A) of the connecting rod lever (Part No. 15.CF.61A) and the quadrant causing the connecting rod lever to shear at the lock nut on end.

It is recommended that pilots, before checking the flying contr during cockpit checks should ensure that the emergency oxygen tube is of the elevator quadrant.

It is further recommended that before each flight the elevator ing rod Part No. 15.CF.61A should be inspected for damage and the rod newed where necessary.

When installing the seat, the emergency oxygen tube should be s so that it does not foul the controls.

Note:

The above information is covered by Servicing Instruction/Vampi and Special Flying Instruction/Vampire/5 issued by R.D.A.(Defec Ministry of Supply, St. Giles Court, St. Giles High Street, Lonc W.C.2.

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TECHNICAL NEWS SHEET

SERIES V NO 650 DATE 11.7.56.

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

PUBLICATION OF ENGINE TECHNICAL INFORMATION

It has been the practice to issue certain Goblin, Special Techni Instructions, Servicing Instructions and Special Technical Notices, issued by R.D.A. (Defects), Ministry of Supply, in this series of Technical News Sheets.

The issuing of the above instructions in these Technical News Sh will be discontinued and in future reference should be made to the De Havilland Engine Co. Technical News Sheets for all information on impending and existing instructions in respect of Goblin engines.

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Note:- Technical News Sheet V 649 refers to Vampire Trainer aircraft only.

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3-2-A64

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TECHNICAL NEWS SHEET

SERIES V No 651 DATE 13.7.56.

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

LEVER ASSEMBLIES - CAULKING OF SPACED BALLRACES.

Reports have been received regarding assemblies of the above t; which indicate that the design principles are not generally underst

As the mounting of these levers is concerned mainly with radial loading, and not end-loading, the chief considerations are as follov

1. Only one of the races is positively located axially. The c race is axially located by being lightly nipped between the shoulder of the pivot bolt and the distance piece, there be a clearance between the outer track of this race and the housing shoulder. This clearance is allowed to prevent end loading of the ballraces.

2. The positively located ballrace is tightly caulked into its housing after ensuring that it is positively located on the housing shoulder. Axial play will result in service if thi race is not hard against its shoulder. The housing of the second race is lightly caulked to prevent the race from fal out on assembly or during dismantling. This caulking must be increased in an attempt to prevent axial movement of the second race otherwise the caulking of the positively locate race may be loosened and end-loading of the races may resul

The following defects have arisen due to incorrect fitting in service:-

1. Cracked inner tracks due to the shoulder radius on the pivc bolt being greater than the radius on the inner track. Thi point should always be checked when fitting new races. The race should locate positively on the bolt shoulder.

Cont.....

2. End-loading of the bearings due to overtightening of the pivot bolt. Overtightening will cause the inner race tracks to indent the distance piece with the result that the clearance between the outer track of the floating race and its housing is reduced to nothing.

3. Difficulty in removing the pivot bolt. This is again due to overtightening. The metal of the distance piece is distorted by the indentations until it bears on the pivot bolt.

The attached drawings serve to indicate and clarify the foregoing. ~~short note is also given on the correct method of re-caulking.~~

encl:- D/H. T.N.S. V651.

BHG.

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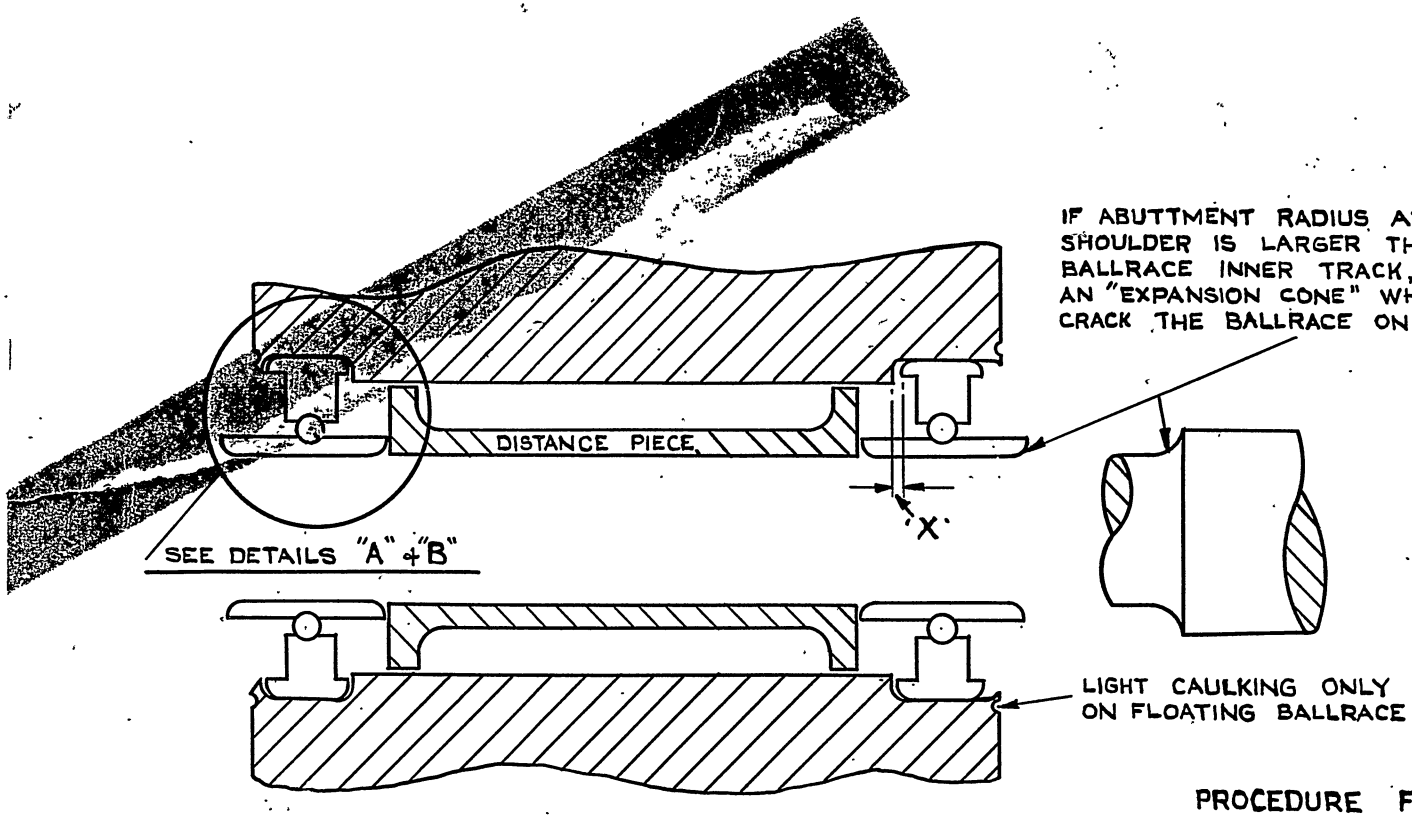
Str:- Essential +

OCMU (1)
I/C ARS. (2)
No 1 & 2 Repl. (2)(2)



CORRECT ASSEMBLY.

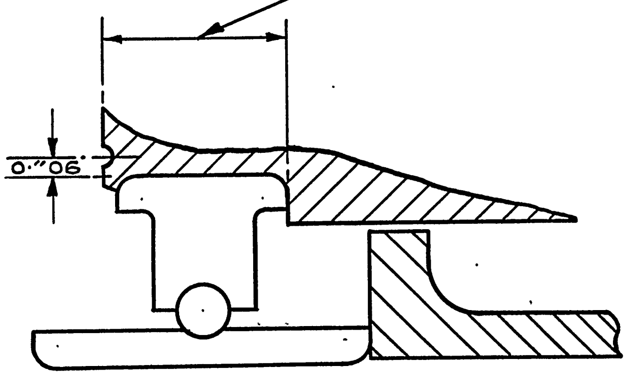
NOTE :- POSITIVE AXIAL LOCATION OF THE LEVER ASSEMBLY DEPENDS ENTIRELY ON THE HOUSING FIT AND THE QUALITY OF THE CAULKING OF THE 'FIXED' RACE.
CAULKING OF THE FLOATING BALLRACE IS INTENDED ONLY TO PREVENT WITHDRAWAL OF THE BALLRACE ON DISMANTLING OF THE LEVER ASSEMBLY AND MUST NOT EXERT ANY PRESSURE ON THE OUTER TRACK.

PROCEDURE FOR RECAULKING :-

1) A 1/32" RADIUS SPHERICAL ENDED PUNCH SHOULD BE USED.
2) DEPTH OF CAULKING TO BE APPROX. ".03
3) CENTRE OF CAULKING TO BE APPROX. ".06 FROM EDGE OF HOUSING.
4) NUMBER OF CAULKS TO BE THE SAME AS BEFORE - SPACED ONE THIRD OF THE DISTANCE BETWEEN THE OLD CAULKS. THIS ALLOWS FOR A FURTHER RACE CHANGE WHEN NECESSARY.

[redacted]

HOUSING DEPTH TO BE :-
WIDTH OF RACE OUTER TRACK PLUS 0·"030 + ·"010 − ·"000

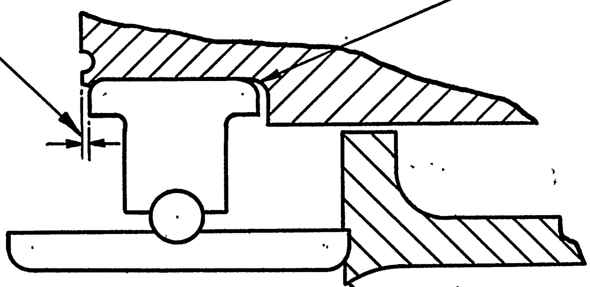


DETAIL 'A'

CORRECT ASSEMBLY.

ALLOWANCE BELOW MINIMUM
LE DUE TO BAD SEATING
TRACK.

HOUSING RADIUS TOO GREAT CAUSING [redacted]
TRACK TO BE HELD OFF SHOULDER SO [redacted]
IMPAIRING EFFECTIVE SPACING OF [redacted]



IF PIVOT BOLT IS OVERTIGH[redacted]ALLRACE
INNER TRACK INDENTS D[redacted]PIECE
CAUSING :-

1) BALLRACES TO [redacted] END-LOADED
WHEN DIMENSI[redacted]SEE ASSEMBLY
DWG.) REDUCES[redacted]HING.

2) POSSIBLE DI[redacted] IN DISMANTLING
DUE TO DIS[redacted] METAL BEARING
ON THE [redacted]OLT.

DETAIL 'B'

INCORRECT ASSEMBLY.

T.N.S. Fig 1 e.H.B. [illegible] 3-2-A64 [redacted] [illegible]

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TECHNICAL NEWS SHEET

SERIES V No 652 DH AIRCRAFT DATE 16.7.56.

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

PACITOR FUEL CONTENTS GAUGE - INABILITY TO SET UP DURING EMBODIMENT OF VAMPIRE MODIFICATIONS 3314 OR 3350

We are circulating for your information and necessary action, t' following, which has been issued by R.D.A. (Defects) M.O.S., St. Gil Court, St. Giles High Street, London W.C.2, in the form of Special Technical Notice /Vampire/61.

Modifications 3314 and 3350 introduce the Pacitor fuel contents mass unit system to the various marks of aircraft, using:-

(1) Gauge, Ref. 6A/4333 or 6A/3857, and.
(2) Rectifier Unit, Ref. 6A/4332, Type GP.644/032 or 032/1.

2. Cases have been reported of inability to set Zero on some aircr during embodiment of the modifications quoted, because of insufficie "Empty" trimmer adjustment in the Rectifier Unit Ref. 6A/4332, cause by a design fault.

3. Subsequent issues of Rectifier Units will be of Ref. 6A/4991, P No. GP.644/032/2 and they will have sufficient adjustment for all aircraft.

4. Where tank unit and cable capacitances are near low limits the existing items are to remain in service if satisfactory Zero trim is possible.

5. Where, during embodiment of Modifications 3314 or 3350 it is no possible to adjust the gauge, in accordance with the modification leaflet, the rectifier unit Ref. 6A/4991 should be fitted in lieu of 6A/4332.

Note: Aircraft may be restored to the pre-mod. state pending receip of the Rectifier Units (6A/4991), where necessary.

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

Retained on 2 of Vol 3

TECHNICAL NEWS SHEET

SERIES V No 653 Issue 2 DATE 2.1.1958

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

This Technical News Sheet cancels and supersedes Issue 1 dated 16.7.56.

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

ELASTIC CORD IN ELEVATOR CONTROL SYSTEM: FUNCTION AND SERVICING NOTES

Vampire Marks 1, 3, 5, 6, (9) (11) 50, 52, 52A, 55 and 55A.
Sea Vampire Marks 20, 21 and 22.

1. (a) On Vampire fighter/bomber and trainer aircraft a length of elastic cord (part number K00406A) is connected between the elevator con in the aft end of the starboard boom and a bracket on the tail boom/ stul joint.

(b) The purpose of this bungee cord is to maintain longitudina ity throughout the speed range of the aircraft.

(c) If the bungee was <u>not</u> fitted, aerodynamic effects would cat nose of the aircraft to drop as the speed increased, necessitating a rear force on the control column. This would be undesirable as the aircraft w unstable.

With a stable aircraft the nose should tend to rise as the increases, requiring a forward force on the control column to control it.

(d) On the Vampire fighter/bomber and trainer the bungee cord p an artificial download on the elevator which is balanced at low speeds by upward air load on the trim tab. As the aircraft's speed increases the ai on the tab overcomes the bungee and moves the elevator up, so causing the to rise, which is the desired effect.

<u>NOTE</u>: The bungee installation in no way affects the ability of t aircraft to be trimmed to fly level at any desired speed.

(e) Failure of the bungee cord is caused by breaking of the rub strands of which the cord is composed, and becomes noticeable as a "waist:

.....Cont'd.....

area of the break.

Rubber deterioration is accelerated in hot climates and the life ormal utilisation appears to be approximately 18 months.

nded Inspections.

~~It is recommended that~~ The bungee cord must ~~should~~ be checked for ng" every 6 weeks or 75 flying hours, or at the nearest appropriate ng period according to the servicing cycle in use.

~~In addition to the above check it is recommended~~ that at each nspection the bungee cord be removed from the aircraft for a check on iciency :-

The bungee is to be extended to 117.0 inches and the resultant , measured by spring balance, must be within the range of 20lb. minimum b. maximum.

The free length of the bungee assembly K00406A when new, is 98.4 It is recommended that any bungee having a free length in excess of nches be rejected regardless of the tension reading when extended to nches. No attempt should be made to reduce the length of such bungee as xtension is a sign of impending failure.

ication of Bungee Cord

(b) Two British Standard Specifications for bungee cord are in use ent :

(a) B.S.S. 5.F.16.

The rubber cord is covered by two layers of braided white otton.

The outer layer includes a helix of red cotton which denotes hat the cord is to the basic specification F.16.

The inner layer also includes a helix of coloured cotton, the olour identifying the manufacturer.

Included with the rubbers are 1, 2, 3 or 4 coloured cotton hreads.

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The number of threads denotes the quarter of the year in which the cord wa manufactured, and the colour denotes the year of manufacture.

The colour code is as follows:-

1950 Yellow, 1951 Blue, 1952 Red, 1953 Green, 1954 Heliotrope, (and recommencing the 5 year colour cycle in 1955) 1955 Yellow, 1956 Blue, 1957 Red.

This specification was superseded by B.S.S. 6.F.16 in February, 1 which means that during this quarter of the year cords to both specificati (5.F.16 and 6.F.16) were manufactured.

~~(b)~~ B.S.S. 6.F.16.

The rubber cord is covered by two layers of braided white cotton ~~5.F.16~~.

The outer layer includes a helix of red cotton, denoting that the is to the basic specification F.16, and also a helix of another colour to indicate the year of manufacture:-

~~1957~~ 1962 Black, ~~1958~~ 1963 Green, ~~1959~~ 1964 Heliotrope, ~~1960~~ 1965 Yellow, ~~1961~~ 1966 Blue (and recommencing the 5 year colour cycle in 1967 wit Black).

These colours will be made up of 1, 2, 3 or 4 threads to denote t of the year in which the cord was manufactured.

~~(It will be noted that black thread has been substituted for red colour code to avoid confusion with the basic specification colour for F. both of which means of identification are now in the outer layer of cotto braiding.)~~

The inner layer of cotton braiding also includes a helix of colou thread, the colour identifying the manufacturer (~~as for 5.F.16~~).

~~No~~ coloured threads are included with the rubber of cords to this ation.

Part of this information has been issued by the Ministry of Supply as Spe Technical Notice / Vampire/60.

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The last Technical News Sheet applicable to Marks 1 and 3 was V. 651.
The last Technical News Sheet applicable to Marks 5,6,9,11,20,21,22,50,52 55 and 55A was V. 652.

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'STSO: Vol3-2-E43
Your instructions for Issue & advise SES
16/6/56

POSTAGRAM

Originator's Refere
A.230320/55/Air
A.132040/52/Air
Date:- 4th June, 1

To: See Distribution Overleaf

Write up as RRAF Servicing Instruction

From: Air Ministry, Air Eng.1(b), Awdry House, Kingsway, Lo

Vampire Mks. 5, 9, and T.11 Aircraft
Venom F.B. Mks. 1 and 4 Aircraft

Cord Elastic - Ref. 26FC/2692 - Servicing

1. A length of Bungee Cord is connected between the Elevat Controls in the aft end of the starboard boom and the rear s the forward end of the boom, of the above aircraft, to assis pilot in recovering the aircraft from a dive.

2. As the result of reports received on the unserviceabili this item, Messrs. De Havilland Aircraft Co. Ltd., were requ advise on the inspection and servicing recommended by the Manufacturers. Their views and recommendations are as follo

(a) Failure of the cord is due to breaking of rubber st which manifests itself as a waisting in the area of the

(b) Rubber deterioration is accelerated in hot climate life under normal utilisation appears to be approximate months.

(c) The date of manufacture of the elastic cord is ind coloured cottons running through with the rubber thread follows:- 1950

1950 Yellow, 1951 Blue, 1952 Red, 1953 Green, 1954 Heliotrope and recommencing in 1955 with the Yello The four quarters of each year are indicated by th number of these coloured cottons. e.g. Jan-March 1 June 2, etc.

G.H2252/PHH/5/56/70

The application of a test to prove serviceability of the ;ic cord by use of a spring balance or other equipment is ;onsidered satisfactory, as a temperature correction .ng with the extension is required.

; considered that failure in its early stages can be detected ıg and it is recommended that a check for waisting be carried ;h primary star servicing. Commands are advised to amend the 'ampire and Venom Aircraft Servicing Schedules.

:'s (N. GARDNER) Wg. Cdr. (Retd.) for Director of Aircraft Engineering	Time of Origin:- —

ion:

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: Command
l Command
)rt Command
Training Command
East Air Force
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ıarter, Malta

Technical Training Command
Maintenance Command
Home Command

leadquarters,
'.S. S.R.A.F.)
'. S.A.A.F.) London
ı.F. India)

Winthorpe, Newark, Notts.
36 Chesham Place, London, S.W.1 (21 copies)

Eng.Plans 1 (6 copies)
R.D.A. (Defects)
D.A.I.S.
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E.30(b) (3 copies)

H/5/56/70

3-2-E43 No act

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TECHNICAL NEWS SHEET

SERIES V NO 653 DH AIRCRAFT DATE 16.7.56.

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 4, CONTROLS FLYING

CORD ELASTIC (26FC/2692 PART NO. K00/10 6A) - SERVICING

We are circulating for your information and necessary action, following, which is the context of Special Technical Notice/Vampir issued by R.D.A. (Defects) M.O.S., St. Giles Court, St. Giles High London, W.C.2.

On Vampire Fighter Bomber and Vampire Trainer aircraft, a leng Bungee Cord is connected between the Elevator Controls in the aft the starboard boom and the rear spar in the forward end of the boo assist the pilot in recovering the aircraft from a dive.

Failure of the cord is due to breaking of rubber strands, whic manifests itself as a waisting in the area of the break.

Rubber deterioration is accelerated in hot climates and the life under normal utilisation appears to be approximately 18 month

The date of manufacture of the elastic cord is indicated by coloured cottons running through with the rubber threads as follow

1950 Yellow, 1951 Blue, 1952 Red, 1953 Green, 1954 Heliotrope and recommencing in 1955 with the Yellow cycle. The four quarters of each year are indicated by the number of these coloured cottons, e.g. Jan-March 1, April-June 2, etc.

The application of a test to prove serviceabilty of the elastic cord by use of a spring balance or other equipment is not considered satisfactory, as a temperature correction varying with the extension is required.

It is considered that failure in its early stages can be detec by waisting and it is recommended that a check for waisting be carr out every 6 weeks or 75 flying hours or appropriate servicing accor to the servicing cycle in use. Operators are advised to amend the relevant Vampire Aircraft Servicing Schedule.

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TECHNICAL NEWS SHEET

SERIES V No 654 DATE 9.8.56.

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

Issued on AM

TEMPORARY MARKING OF ENGINE COMPONENTS

We are circulating for your information, the following, which is the subject of an A.I.D. Weekly Order.

It is frequently the practice during repair and servicing of engines to place a temporary marking around a suspect area, e.g. a crack on component, in order to determine its rate of increase, or in the workshops, to indicate the area on a component submitted for sentencing.

Instances of failure have occurred on items subject to high operating temperatures, particularly the "hot-section" components of turbine engines, due to carbon deposit from lead pencils, wax crayons, grease pencils and similar marking media resulting in carburisation and subsequent hardening or embrittlement of the immediate area surrounding the carbon deposit when subjected to inter heat.

The preferred marking medium is Talc, i.e. metal soapstone or French chalk. When material other than Talc is used it is incumbent upon the firm to demonstrate that its use is innocuous in the partic application and thereafter, the Inspector is to verify that it is employed only in the prescribed circumstances.

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NOTE: Technical News Sheet V 653 was not applicable to Vampire Night Fighter or Sea Vampire aircraft.

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TECHNICAL NEWS SHEET

SERIES V NO 655 DATE 29.8.56.

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.

Issued

BREEZE SOCKETS - LOOSE INSERTS

We are circulating for your information and necessary action, th following, which has been issued by R.D.A. (Defects), M.O.S., St. Gi Court, St. Giles High Street, London W.C.2., in the form of Special Technical Notice/Electrical/57.

1. Intermittent functioning of circuits using Breeze type plugs and sockets has been traced to incorrect handling during assembly of the plug and socket, which can cause the plug pins to displace t. socket inserts, instead of the pins entering the inserts and mak. a good electrical connection.

2. The inserts are normally fixed and located by means of a tongue f from a section of the insert body, which engages a shoulder insic hole for the insert. Incorrect alignment of the plug pins and/or undue force, particularly when the screwed ferrules are slackene prior to mating with a plug, can force the tongue past the shoul. and allow the socket insert to be pushed through in advance of th plug pin, so that only partial or intermittent contact is made.

3. It should be noted that the fault may not always be visible when plug and socket are separated, as the insert may follow the pin during separation and resume its normal position.

4. Care must be exercised, particularly where Breeze plugs and sock. are in difficult or inaccessible locations, to ensure that all p. pins and socket inserts are correctly aligned during the mating operation, and that no undue force is used when screwing the part together.

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TECHNICAL NEWS SHEET

SERIES V No. 656 DATE 14.9.56.

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.

FITTING OF EXISTING CANNON DROPPING TOOL BRACKETS TO REPLACEMENT CANNON STIRRUP CASTINGS.

1) On newly produced cannon stirrup castings the vertical dimensions between the centres of the four No. 26 drill sized holes, used for the attachment of the cannon dropping tool bracket Part No. S00 415A, have been increased by 0.120 inches. Consequently should the existing droppi tool bracket be required to be fitted to a new stirrup casting, difficul may be experienced in aligning the No. 26 holes in the bracket (which was originally drilled to mate with those in the original stirrup) with those in the new casting.

2) If the above trouble is encountered each No. 26 hole in the dropping tool bracket will be required to be "elongated" approximately 0.060 inch in order to obtain correct alignment.

3) On current production of dropping tool brackets the attachment hole are drilled to suit stirrups to latest design requirements.

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C. Elsom:

Re issue for info.

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TECHNICAL NEWS SHEET

SERIES V No 656 DATE 9.10.56.
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 1

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 1, ARMAMENT.

FITTING OF EXISTING CANNON DROPPING TOOL BRACKETS TO REPLACEMENT CANNON STIRRUP CASTINGS.

On newly produced cannon stirrup castings the vertical dime between the centres of the four No.26 drill sized holes, used fo attachment of the cannon dropping tool bracket Part No. S00 415A been increased by 0.120 inches. Consequently should the existi dropping tool bracket be required to be fitted to a new stirrup difficulty may be experienced in aligning the No.26 holes in the (which was originally drilled to mate with those in the original with those in the new casting.

If the above trouble is encountered each No.26 hole in the tool bracket will be required to be "elongated" approximately 0. in order to obtain correct alignment.

On current production of dropping tool brackets the attachm are drilled to suit stirrups to latest design requirements.

The above information is covered by Special Technical Notic 62 issued by R.D.A.(Defects), M.O.S., St. Giles Court, St. Giles Street, London, W.C.2.

The above information is covered by Special Technical Notic 62 issued by R.D.A.(Defects), M.O.S., St. Giles Court, St. Gile Street, London, W.C.2.

MEMORANDUM

From Tech Stats

To Air I

Date 9/10/56

D/H Tech News Sheet N° V657 – Turn v Slip Indic MKS 2 & 2A.

1. The attached leaflet refers.
2. For your information and any action it may be necessary.
3. Be return to this office

Gaston WO.

To Tech Stats

This was withdrawn as a result of Air Marshal S.F.I 766 on 16/7/56

10/10/56.

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TECHNICAL NEWS SHEET

SERIES V NO 657 DH AIRCRAFT DATE 17.9.56.

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.

TURN AND SLIP INDICATORS MARKS 2 and 2A.

We are circulating for your information and necessary action, t following, which has been issued by R.D.A. (Defects), M.O.S., St. Gi Court, St. Giles High Street, London, W.C.2., in the form of Special Flying Instruction/Instruments/8.

Trials have proved that the turn and slip indicators Marks 2 an suffer from errors when subjected to 'G' and/or a fast rate of chang of direction.

Pilots should be warned that considerable instrument lag will o during manoeuvres involving large and fast changes of bank angle. This lag is increased under conditions of sustained 'G' and under hi 'G' loading ($3\frac{1}{2}$ 'G' and above) when changing direction of turn, the needle may continue to indicate a turn in the original direction for as long as the loading is maintained.

Modification action is under investigation.

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TECHNICAL NEWS SHEET

SERIES V NO 658 DATE 19.9.56.

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.

BENDING OF EYE BOLT ON NOSEWHEEL DOOR RADIUS ROD - VAMPIRE TRAINER AND NIGHT FIGHTER AIRCRAFT

Cases have been reported of bending of the lower eye bolt on the nosewheel door radius rod. This is attributed to a foul between the radius rod and nosewheel door front hinge, Part No.13FS.2903 A when t hinge is manufactured from "Bar".

It is suggested that at the next convenient servicing, the subje eye bolt be checked for bending and the front hinge for method of manufacture. Hinges manufactured from "Bar" (as apposed to a forging should be radiused at the point of foul, to give a clearance of 0.2 i with the nosewheel door open (undercarriage down).

This will allow for the extra movement of the door which takes p when the undercarriage is lowered under normal conditions. Avoid sha changes of section and treat with an approved primer and finishing coat.

A check should also be made to ensure adequate clearance between the door hinges and the port cannon blast fairing with the door fully open. Relieve the cut-outs in the cannon bast fairing if nece

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TECHNICAL NEWS SHEET

SERIES V   NO 658 Issue 2   DH AIRCRAFT   DATE 14.11.56.

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 19.9.!

ISSUED

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

BENDING OF EYE BOLT ON NOSEWHEEL DOOR RADIUS ROD - VAMPIRE TRAINER AND NIGHT FIGHTER AIRCRAFT

Cases have been reported of bending of the lower eye bolt on th nosewheel door radius rod. This is attributed to a foul between the radius rod and nosewheel door front hinge, Part No. 13 FS 2903A when hinge is manufactured from 'Bar'.

Where bending of the eye bolt is found a check should be made o method of manufacture. Where necessary the eye bolt should be renew It is permissible for hinges manufactured from 'Bar' to be radiused the point of foul, to give a clearance of 0.2 inch with the nosewhee door open (Undercarriage Down).

This will allow for the extra movement of the door which takes when the undercarriage is lowered under normal conditions. Avoid sh changes of section and treat with an approved primer and finishing c

Additionally, on some aircraft there may be inadequate clearanc between the door hinges and the port cannon blast fairing with the d fully open. It is also permissible to relieve the cut-outs in the c blast fairing where necessary.

Note. This information is covered by Special Technical Notice/Vampir issued by R.D.A. (Defects) M.O.S., St. Giles Court, St. Giles High S London W.C.2.

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AIRSPEED DIVISION
CHRISTCHURCH HAMPSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES V No 658 Issue 3 DATE 9.10.195(

AIRCRAFT

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

This News Sheet cancels and supersedes Issue 2 dated 14. 4.1958

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 16. UNDERCARRIAGE.

NOSEWHEEL DOOR RADIUS ROD : BENDING OF EYEBOLT.

Vampire Marks 10, 11, 54, 55, 55A.
Sea Vampire Mark 22.

Special Technical Notice/Vampire/67, published on Issue 2 this news sheet, has been cancelled and superseded by Special Technical Notice/Vampire/68A on Technical News Sheet V. 665, issue 3.

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The last News Sheet applicable to the Marks 10, 11, 22, 54, 55 and was V. 657.

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TECHNICAL NEWS SHEET

SERIES V NO 659 DATE 4.10.56.

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.

THERMOMETERS ELECTRICAL - DEFECTIVE CONTACTS AT RESISTANCE BULB PLUG

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 Servicing Instruction/Instruments/2C cancelling and superseding Servicing Instruction/Instruments/2 published on page 3 of Technical News Sheet V.325, which should be annotated accordingly and reference made to this Technical News Sheet.

Bulbs resistance Mark 3 (6A/1566) and Mark 3A (Ref. 6A/1775) and Plugs (Ref. 6A/1755) installed in aircraft.

Many cases have been reported of the fluctuation of thermometer indicators, and this defect is caused by the formation of a high resistance deposit on the silver-plated pins of the resistance bulb plug. Service Trials have demonstrated that sealing the plug and sock will considerably improve the serviceability of the equipment.

1. Within 3 months of receipt of this Instruction and subsequently at periods not exceeding 6 months proceed as follows:-

Remove Plugs Ref. ..../1755 from the resistance bulbs and examine pins. Any oil present on the plug or in the resistance bulb sockets should be removed by the application of a de-greasing fluid, but no attempt is to be made to remove deposit or discolouration from the pins by abrasive methods. The silver plating on the pins is extremely thin, and if the deposit cannot be removed without damaging the plating, or if the plating has been penetrated by previous cleaning, a new plug should be fitted.

Continued....

cable entry to the plug is to be examined to ensure that the rubber
ling grommet, is fitted properly round the outer covering of the cable,
that the metal washer is in position between the rubber grommet and
outer shield nut of the plug. A new Gasket, rubber, Ref. 6A/2545
to be fitted over the plug pins.

The threads of the outer shield nut and the corresponding threads on
resistance bulb are to be cleaned with degreasing fluid. The thread
the resistance bulb is to be carefully coated with Special Fungicide
f. 33B/937). The plug is then to be inserted in the bulb, the outer
eld nut screwed home and wire locked in position. Only sufficient
gicide should be used to provide an adequate seal with the threads of
outer shield nut and care must be taken to prevent an excess of
gicide sealing the internal face of the shield nut to the plug body.

Manufacturers have recently changed from silver to gold plating on
plug pins. If plugs are encountered with gold plated pins they are
to be sealed with fungicide as it is desired to ascertain by service
erience if this alteration will in itself provide a satisfactory
edy.

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chnical News Sheet V.658 is applicable to Vampire Night Fighter
d Vampire Trainer aircraft only.

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TECHNICAL NEWS SHEET

SERIES V No 660 DATE 7.11.56.

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.

Red order issued on

IDENTIFICATION TAGS ON CONTROL CABLES.

We are circulating for your information and necessary action, following, which has been issued by R.D.A. (Defects) M.O.S., St. Gi Court, St. Giles High Street, London, W.C.2, in the form of Special Technical Notice/Vampire/65.

It has been reported that an Identification Tag on an Elevator Control Cable had fouled a Fairlead in the Tail Boom, causing "jump Elevator Trim operation.

There are two types of Part Number Tags liable to be found on Vampire Flying Control Cables. These are Tags to D.H.S. 514 (Sheet Type SP.51-2, which are wire locked to cable end fittings, and also redundant type of marker to D.H.S. 354 which is merely "crimped" to cable. It was a Tag to the redundant pattern which caused the defe mentioned above.

When checking Flying Control Cables on Vampire aircraft, Opera should ensure that marker "tags" (where used for Cable Part Number Identification) are of the Type SP.51-2, which should be securely w locked to the cable end fittings. Marker tags which are "crimped" cable, i.e. where tags are secured by means of lugs wrapped and pre around the cable, may be removed.

Recent design action has been taken to delete marker tags, whe possible, by calling for cable part numbers to be marked on the cab fittings.

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TECHNICAL NEWS SHEET

SERIES V No 661 DATE 7.11.56.

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.

Repair Scheme issued

OUTER AIR INTAKE DUCTS - CRACKING BETWEEN RIVETS.

We are circulating for your information and necessary action, th following, which has been issued by R.D.A. (Defects), M.O.S., St. Gil Court, St. Giles High Street, London, W.C.2, in the form of Special Technical Notice/Vampire/64.

It has been reported that Outer Air Intake Ducts, Part No. D.0.0 2017A and 2018A have cracked between rivets and that the defect could possibly lead to a piece of the duct eventually breaking away and entering the engine with serious consequences.

Therefore it has been decided to inform all concerned of the det. of the defect, the inspection procedure and method of repair, in orde that action may be taken if considered necessary pending the introduc of a "Repair Scheme" into the Repair Section of the appropriate Publi

The immediate situation is adequately covered by S.T.I./Vampire/ but cracks found subsequently during normal servicing, (either new cr or cracks found within the limits laid down in S.T.I./Vampire/158 whi have since extended) are to be actioned in accordance with the Drawin R.15.W.109 issued with S.T.I./Vampire/158 published on Technical News Sheet V.641.

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TECHNICAL NEWS SHEET

SERIES V NO 662 AIRCRAFT DATE 13.11.56.

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.

Checked by Peter Bart... See AM 571

OXYGEN SYSTEM - LOW PRESSURE HOSES CROSSED - VAMPIRE TRAINER AIRCRAFT WITH EJECTION SEATS.

We are circulating for your information and necessary action, th following, which has been issued by R.D.A. (Defects), M.O.S., St. Gil Court, St. Giles High Street, London, W.C.2., in the form of Special Technical Instruction/Vampire/159.

Three cases have been reported of 5 foot low pressure Hoses Mk.5 (Ref. 6D/1715) being incorrectly routed so that Port economiser fed Starboard seat and vice versa.

Correct routing where ejections seats are fitted (i.e. Post Mods 3167 and 3282) is Port economiser to port seat. Starboard economiser to starboard seat using 5 foot hose ref. 6D/1715.

Within 7 days of receipt of this Instruction (but before next Flight using oxygen) proceed as follows:-

(a) Check routing of low pressure hose from economisers.

(b) Operate each regulator on emergency flow, in turn, to prove that oxygen feeds correctly to appropriate seats.

(c) Rectify as necessary.

(d) Ensure that emergency lever is turned off and locked after check is completed.

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TECHNICAL NEWS SHEET

SERIES V NO 663 DATE 26.11.56.

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.

WHEEL BEARING GREASE

We are circulating for your information and necessary action, the following, which has been issued by R.D.A. (Defects), M.O.S., St. Gile Court, St. Giles High Street, London, W.C.2, in the form of Special Technical Notice/Miscellaneous/66.

Experience has shown that more effective lubrication of wheel bea is possible with grease DTD 878. (XG.277) (Stores Ref. No. 34B/100514) with the current standard grease DTD.825 (XG.275) (34B/100512 and 1005

It is recommended that the former grease should be introduced as as convenient after consumption of existing stocks of DTD.825.

DTD.878 grease may profitably by introduced with priority, howeve on main wheels fitted with brake plate drive blocks, due to the higher bearing temperatures experienced in such wheels.

Before packing with DTD.878 grease bearings which have hitherto b greased with DTD.825, should be washed with paraffin or other suitable degreasing agent. The degreasing agent must be removed before re-grea with DTD.878.

Grease seals suitable for DTD.825 are suitable for DTD.878.

NOTE Technical News Sheet V.662 is only applicable to Vampire Trainer aircraft fitted with ejection seats.

Relevant info. embodied in

(Vol 17-1-No 6 (Issue 2)
(" 3-1-A 11 (Issue 1)

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

Actioned by Staff on Issue 1 refers

TECHNICAL NEWS SHEET

SERIES V No 664 Issue 2 DATE 6.12.57

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

This Technical News Sheet cancels and supersedes Issue 1 dated 4.12.56.

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 7. FUSELAGE ASSEMBLY

COCKPIT CANOPY : JETTISON PROCEDURE

Vampire Marks 1, 3, 5, 6, 9, 50, 52 and 52A.
Sea Vampire Marks 20 and 21.

On aircraft without modifications 3577 and 3578.

A hazard exists in jettisoning the hood on these aircraft becau overlapping demisting pipes cause a positive mechanical lock which is n cleared by the backward movement of the hood rails when the jettison ha is pulled. In order to clear this lock, the hood must first be opened before jettisoning.

Vampire Mod. 3307 introduced a lanyard which will permit the ho winding handle to be operated sufficiently to enable the hood to be ope inch. The lanyard then prohibits further backward movement of the hood. lanyard should be attached to the handle before take-off and retained t during flight.

The following action must be taken if the hood is to be jettisoned:-

(a) Ensure that the lanyard is attached to the winding handle.

(b) Open the hood to the limit imposed by the lanyard (one inch)

(c) Pull the hood jettison handle.

On aircraft with modifications 3577 and 3578.

The hood will jettison cleanly as soon as the selector lever is The hood does not have to be wound back first but the lanyard is still r to limit inadvertent opening of the canopy in flight. The lanyard does affect the jettison mechanism in any way.

Contd....

)4 (Issue 2) continued.

Modification 3577 introduces a canopy of increased strength and
:signed demisting pipes to improve the jettisoning qualities of the
)py on aircraft embodying modifications 3113 or 3506. (Introduction
;ingle-skin canopy and redesigned demisting pipes).

Modifications 3578 is similar to 3577 but is applicable to aircraft embodying modification 3506.

t of this information has been issued by the Ministry of Supply as
cial Flying Instruction / Vampire / 7 ; the remainder has been based on
merits of modifications 3577 and 3578.

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last Technical News Sheet applicable to Marks 1, 3, 5, 6, 9, 20, 21, 50, and 52A was V. 663.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V NO 664 DATE 4.12.56.

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

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

HOOD JETTISONING - VAMPIRE SINGLE SEAT AIRCRAFT

We are circulating for your information and necessary action, t following, which has been issued by R.D.A. (Defects), M.O.S., St. Gi Court, St. Giles High Street, London, W.C.2, in the form of Special Flying Instruction/Vampire/7.

A hazard exists in jettisoning the hood because the overlapping demisting pipes cause a positive mechanical lock which is not cleare by the backward movement of the hood rails when the jettison handle is pulled. In order to clear this lock, the hood must first be open slightly before jettisoning.

Vampire Mod. 3307 introduced a lanyard which will permit the hoc winding handle to be operated sufficiently to enable the hood to be opened one inch. The lanyard then prohibits further backward movemen of the hood. The lanyard should be attached to the handle before tak off and retained there during flight.

The following action must be taken if the hood is to be jettisoned:-

(a) Ensure that the lanyard is attached to the winding handle.

(b) Open the hood to the limit imposed by the lanyard (one inch)

(c) Pull the hood jettison handle.

Modification action to improve the hood jettisoning characteristi is under urgent consideration. When all aircraft are modified this S.F.I. will be cancelled.

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Actioned by Air Staff on 5/1/800

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TECHNICAL NEWS SHEET

SERIES V. No 665 DH AIRCRAFT DATE 11.12.56

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 16 - UNDERCARRIAGE.

NOSE UNDERCARRIAGE DOOR LOCK MECHANISM.

1. Following recent investigations into Vampire Nose Undercarr Wheel Door failures, it is considered adviseable to enlarge upon ~~Spec. Technical Notice/Vampire/56 issued on Technical News Sheet V.599 and Technical Notice/Vampire/67 issued on Technical News Sheet V.65~~ the information contained in issue 1 of this Order.

Although the Special Technical Notices in their present for correct, it does appear that operators require a broader explanation workings of the nose undercarriage operation in relation to the wheel retracting mechanism.

With this view in mind it is recommended that the following be adopted in lieu of the Special Technical Notices quoted above.

2. Reported cases of failure of the nose wheel door mechanism attributed to over-tensioning of the nose wheel door, which could als the unserviceability of components which comprise the nose wheel door ting mechanism. Therefore, during periodic servicing or prior to car out nose wheel door adjustments, the following serviceability checks be made.

(a) With the undercarriage down, ensure that the nose wheel door gui striker plate, [redacted] is not bent and that a flat do exist covering the area of contact with the ball of the link gui assembly.

(b) Ensure that the striker plate conforms to S.T.I./Vampire/115A, i that a .1" clearance exists between the nose wheel striker plate the air inflation valve when the nose shock absorber strut is co

(c) Check that the link guide attachment bracket, [redacted], on the Starboard side of the nose wheel wall, is not loose or di

Conti

Continued .....

By holding the ball of the guide link assembly, ensure that there is no undue fore and aft movement; this is most important.

Check the lower radius rod eye bolt, [redacted], for bending. (i.e. on all RAAF Vampire T11 aircraft)

Where Modification Vampire 3236 is embodied, "Positive mechanism for nose wheel door operation," a clearance of 0.010 inch to 0.015 inch should be maintained between the slotted end of the operating rod and the lever on the nose wheel barrel, with the nose undercarriage in the fully down position. This is to prevent over-loading in the undercarriage down position of the lever bearing spigot, [redacted], mounted on the Starboard nose wheel wall.

The nose wheel door should always be re-adjusted when replacing the following items:-

Nose undercarriage leg.

Nose undercarriage striker plate.

Nose wheel door.

Lower radius rod eye bolt.

During the adjustment of the nose wheel door, as set out below, it is found necessary to relieve the nose wheel door front hinge, [redacted], to prevent the lower radius rod fouling the hinge bracket during lowering and retracting operations, which will cause bending of the lower radius rod eye bolt.

The following action should be taken in cases where a foul exists:-

When the lower radius rod fouls the hinge flanges, at its lock nut, the flanges should be radiused to give clearance.

It may now be found that the lower radius rod fouls the top of the hinge slot; this must be relieved with a round file to give a clearance of 0.10 inch min. in its closest position. Avoid sharp changes of section and treat with an approved primer and finishing coat.

On some aircraft there may be inadequate clearance between the door hinges and the Port cannon blast fairing with the door fully open. In such cases it is permissible to relieve the cut-outs in the cannon blast fairing.

It may also be found necessary to relieve the edge of the Port nose wheel well side beam, to prevent the fouling of the lower radius rod at approximately its mid-position when the door is being retracted or lowered. Clear the foul on the nose wheel well side beam with a round file to give a clearance of .025 inch minimum.

Continued . Page 375 . . .

V.665 Continued ......

6. When adjustments have to be made to the nose wheel door mech the following important procedure should be strictly adhered to to prc over-tensioning of the nose wheel door.

(a) Disconnect the nose leg hinged fairing attachment struts from th compression leg support casting, and also remove the nose wheel lower radius rod attachment pin.

(b) Slowly retract the nose wheel undercarriage.

(c) Swing the nose wheel door into the closed position and hold ther hand pressure; adjust the lower radius rod adjustable eye-bolt the pin can be fitted by hand.

(d) Lower the nose wheel and remove the pin, and screw the eye-bolt turns to tension the door in the retracted position.

(e) Re-fit pin and split pin.

(f) Carry out nose wheel retraction tests.

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Source: DHTNS V665.
Date: 11.12.56.

B44 Sqn Ldr
STSO

Distribution

OC MU (1)
Tech Control MU (1)
ARS. (3)
No1 Sqdn (3)
No 2 " (3)
Components Section (2)
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HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
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TECHNICAL NEWS SHEET

SERIES V No. 665 Issue 2 DATE 8.1.1957

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

Issued

This Technical News Sheet cancels and supersedes Issue 1 dated 11.12.5 and also Number V.658, Issue 2, dated 14.11.56, and V.599, Issue 3, dated 25.4.56.

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 16, UNDERCARRIAGE.

ADJUSTMENTS TO NOSE WHEEL DOOR MECHANISM.

This information is applicable to Vampires of all marks, and supersedes that given in the Technical News Sheets cancelled by the above note.

(1) Instances have been reported of the failure of the nosewheel door mechanism. In each case the defect was attributed to being the result of over-tensioning of the nose wheel door, which could also cause the unserviceability of components which comprise the nose wheel door retracting mechanism. Therefore, when required during periodic servicing, or prior to carrying out nose wheel door adjustments, the following inspection should be made:

(a) With the undercarriage down, ensure that the nose wheel door guide striker plate, Pt. No. 13 UN 137, is not bent and that a flat does not exist covering the area of contact with the ball of the link guide assembly.

(b) Ensure that the striker plate conforms to Technical News Sheet V.480 (S.T.I./Vampire/115), i.e. that a .1" clearance exists between the nose wheel striker plate and the air inflation valve when the nose shock absorber strut is collapsed.

(c) Check that the link guide attachment bracket, Pt. No. 13 FS 2191, mounted on the Starboard side of the nose wheel wall, is not loose or distorted.

(d) By holding the ball of the guide link assembly, ensure that there is no undue fore and aft movement.

(e) Check the lower radius rod eye bolt, Pt.No. G00.128A, for bending.

(Cont....

(Issue 2) Cont..

Sheet 2

f) Where Modification Vampire 3236 is embodied, "Positive mechanism for nose wheel door operation," a clearance of 0.010 inch to 0.015 inch should be maintained between the slotted end of the operating rod and the lever on the nose wheel barrel, with the nose undercarriage in the fully down position. This is to prevent over-loading in the undercarriage down position of the lever bearing spigot, Pt. No. 13 FS 3525, mounted on the starboard nose wheel wall.

he nose wheel door should always be re-adjusted when replacing he following items:-

a) Nose undercarriage leg.

b) Nose undercarriage striker plate.

c) Nose wheel door.

d) Lower radius rod eye bolt.

)uring the adjustment of the nose wheel door, as set out below, it ay be found necessary to relieve the nose wheel door front hinge, t. No. 13 FS 2903A, to prevent the lower radius rod fouling the inge bracket during lowering and retracting operations, which will ause bending of the lower radius rod eye bolt.

The following action should be taken in cases where a foul exists:

(a) When the lower radius rod fouls the hinge flanges, at its lock nut, the flanges should be radiused to give clearance.

(b) It may now be found that the lower radius rod fouls the top of the hinge slot; this must be relieved with a round file to give a clearance of 0.10 inch minimum in its closest position. Avoid sharp changes of section and treat with an approved primer and finishing coat.

(c) On some aircraft there may be inadequate clearance between the door hinges and the Port cannon blast fairing with the door fully open. In such cases it is permissible to relieve the cut-outs in the cannon blast fairing.

(d) It may also be found necessary to relieve the edge of the port nose wheel well side beam, to prevent the fouling of the lower radius rod at approximately its mid-position when the door is being retracted or lowered. Clear the foul on the nose wheel well side beam with a round file to give a clearance of .025 inch minimum.

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(4) When adjustments have to be made to the nose wheel door mechan it is important that the following procedure should be strictl adhered to in order to prevent over-tensioning of the nose whe door.

(a) Disconnect the nose leg hinged fairing attachment struts from the compression leg support casting, and also remove the nose wheel door lower radius rod attachment pin.

(b) Slowly retract the nose wheel undercarriage.

(c) Swing the nose wheel door into the closed position and ho there by hand pressure; adjust the lower radius rod adju able eye-bolt until the pin can be fitted by hand.

(d) Lower the nose wheel and remove the pin, and screw the ey bolt in $1\frac{1}{2}$ turns to tension the door in the retracted position.

(e) Re-fit pin and split pin.

(f) Carry out nose wheel retraction tests.

(5) The relevant publications will be amended to include Para.(4) this News Sheet.

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This information has been issued by the Ministry of Supply as Speci Technical Notice/Vampire/68, and cancels and supersedes Special Technical Notices Vampire 56 and 67.

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Technical News Sheet V.664 is applicable to Vampire Single seat aircraft only.

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

Issued on issue 2

TECHNICAL NEWS SHEET

SERIES V No. 665 Issue 3 DATE 13.11.57

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 16, UNDERCARRIAGE

ADJUSTMENTS TO NOSE WHEEL DOOR MECHANISM.

This Technical News Sheet cancels and supersedes Issue 2 dated 8.1.57 and also Technical News Sheet V.658, issue 2, dated 14.11.56, and V.599 issue 3, dated 25.4.56.

(1) Instances have been reported of the failure of the nosewheel door mechanism. In each case the defect was attributed to being the result of over-tensioning of the nose wheel door, which could also cause the unserviceability of components which comprise the nose wheel door retracting mechanism. Therefore, when required during periodic servicing, or prior to carrying out nose wheel door adjustments, the following inspection should be made :

(a) With the undercarriage down, ensure that the nose wheel door guide striker plate, Pt.No. 13 UN 137, is not bent and that a flat does not exist covering the area of contact with the ball of the link guide assembly.

(b) Ensure that the striker plate conforms to Technical News Sheet V.480 (S.T.I./ Vampire / 115), i.e. that a .1" clearance exists between the nose wheel striker plate and the air inflation valve when the nose shock absorber strut is collapsed.

(c) Check that the link guide attachment bracket, Pt.No. 13 FS 2191, mounted on the Starboard side of the nose wheel wall, is not loose or distorted.

(d) By holding the ball of the guide link assembly, ensure that there is no undue fore and aft movement.

(e) Check the lower radius rod eye bolt, Pt.No.G00.128A, for bending.

Contd....

(f) Where modification Vampire 3236 is embodied, "Positive mechanism for nose wheel door operation", a clearance of 0.010 inch to 0.015 inch should be maintained between the slotted end of the operating rod and the lever on the nose wheel barrel, with the nose undercarriage in the fully down position. This is to prevent over-loading in the undercarriage down position of the lever bearing spigot, Pt.No. 13 FS 3525, mounted on the starboard nose wheel wall.

(g) With the nose undercarriage fully "down" move the nose door sideways and at the same time ensure there is no movement of the upper radius rod attachment eye bolts about the nose wheel side-beam.

(2) The nose wheel door should always be re-adjusted when replacing the following items :-

(a) Nose undercarriage leg.

(b) Nose undercarriage striker plate.

(c) Nose wheel door.

(d) Lower radius rod eye bolt.

(3) During the adjustment of the nose wheel door, as set out below, it may be found necessary to relieve the nose wheel door front hinge, Pt.No. 13 FS 2903A, to prevent the lower radius rod fouling the hinge bracket during lowering and retracting operations, which will cause bending of the lower radius rod eye bolt.

The following action should be taken in cases where a foul exists :

(a) When the lower radius rod fouls the hinge flanges, at its lock nut, the flanges should be radiused to give clearance.

(b) It may now be found that the lower radius rod fouls the top of the hinge slot; this must be relieved with a round file to give a clearance of 0.10 inch minimum in its closest position. Avoid sharp changes of section and treat with an approved primer and finishing coat.

Contd....

(c) On some aircraft there may be inadequate clearance between the door hinges and the Port cannon blast fairing with the door fully open. In such cases it is permissible to relieve the cut-outs in the cannon blast fairing.

(d) It may also be found necessary to relieve the edge of the por nose wheel well side beam, to prevent the fouling of the lower radius rod at approximately its mid-position when the door is being retracted or lowered. Clear the foul on the nose wheel well side beam with a round file to give a clearance of .025 inch minimum.

(4) When adjustments have to be made to the nose wheel door mechanism it is important that the following procedure should be strictly adhered to in order to prevent over-tensioning of the nose wheel door.

(a) Disconnect the nose leg hinged fairing attachment struts from the compression leg support casting, and also remove the nose wheel door lower radius rod attachment pin.

(b) Slowly retract the nose wheel undercarriage.

(c) Swing the nose wheel door into the closed position and hold there by hand pressure; adjust the lower radius rod adjustable eye-bolt until the pin can be fitted by hand.

(d) Lower the nose wheel and remove the pin, and screw the eye-bolt in $1\frac{1}{2}$ turns to tension the door in the retracted position.

(e) Re-fit pin and split pin.

(f) Carry out nose wheel retraction tests.

(5) The relevant publications will be amended to include Para.(4) of this News Sheet.

contd....

This information has been issued by the Ministry of Supply as Special Technical Notice / Vampire / 68 as amended by 68A and cancels and supersedes Special Technical Notices Vampire 56 and 67.

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Technical News Sheet V. 664 is applicable to Vampire Single seat aircraft only.

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

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
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TECHNICAL NEWS SHEET

SERIES V NO 665 Issue 4 DATE 1. 8.

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.

ADJUSTMENTS TO NOSE WHEEL DOOR MECHANISM

Paragraph 1 (f) states:-

Where modification Vam.3236 is embodied, "Positive mechanism for nose wheel door operation". A clearance of .010" to .015" should be" etc. etc.

This clearance should now be altered by hand to read .005" to .027".

After this alteration has been made alter the issue no. on the first page to Issue 4, and alter the date to 1. 8. 61.

This T.N.S. will not be reprinted at this stage.

DE HAVILLAND SERVICE

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TECHNICAL NEWS SHEET

SERIES V NO 666 (Issue 2) DATE 8.5.57.

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 12.12.5

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

MARTIN BAKER MARK 3B EJECTION SEATS: HARNESS RELEASE - INNER CABLE SEIZING.

Vampire Marks 11 and 55.
Sea Vampire Mark 22.

Cases have been reported of seizing of the inner cable of the Harness Release Cable, fitted to the above mark of Ejection Seat.

Within seven days of receipt of this Instruction and subsequently at periods not exceeding six months, proceed as follows:-

(a) Operate the Time Release Unit to check freedom of movement of the Harness Release inner cable, and renew Harness Release Cable Assembly where any restriction is noted.

(b) Restore Time Release Unit to normal.

Estimated man hours 1/4.

This information has been issued by the Ministry of Supply as Servicing Instruction/Ejection Seat/6, as amended by 6A.

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TECHNICAL NEWS SHEET

SERIES V No 667 DATE 13.12.56.

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

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

NOSEWHEEL TOP STRUCTURE - ATTACHMENT TO ARMOUR PLATE AT BULKHEAD 1 - VAMPIRE SINGLE SEAT AIRCRAFT.

Cases have been reported of elongated holes in the armour pl Bulkhead No.1 caused by loose nosewheel top structure attachment bol

The attached drawing ROOG 45 details the method of bushing armour plate.

Great care should be exercised when drilling the armour plat a Tungsten Carbide Tipped Drill should be used running at 300 R.P.M. drill must be used dry (no lubrication) and care must be taken to se it does not bind in use. Cooling must be by resting.

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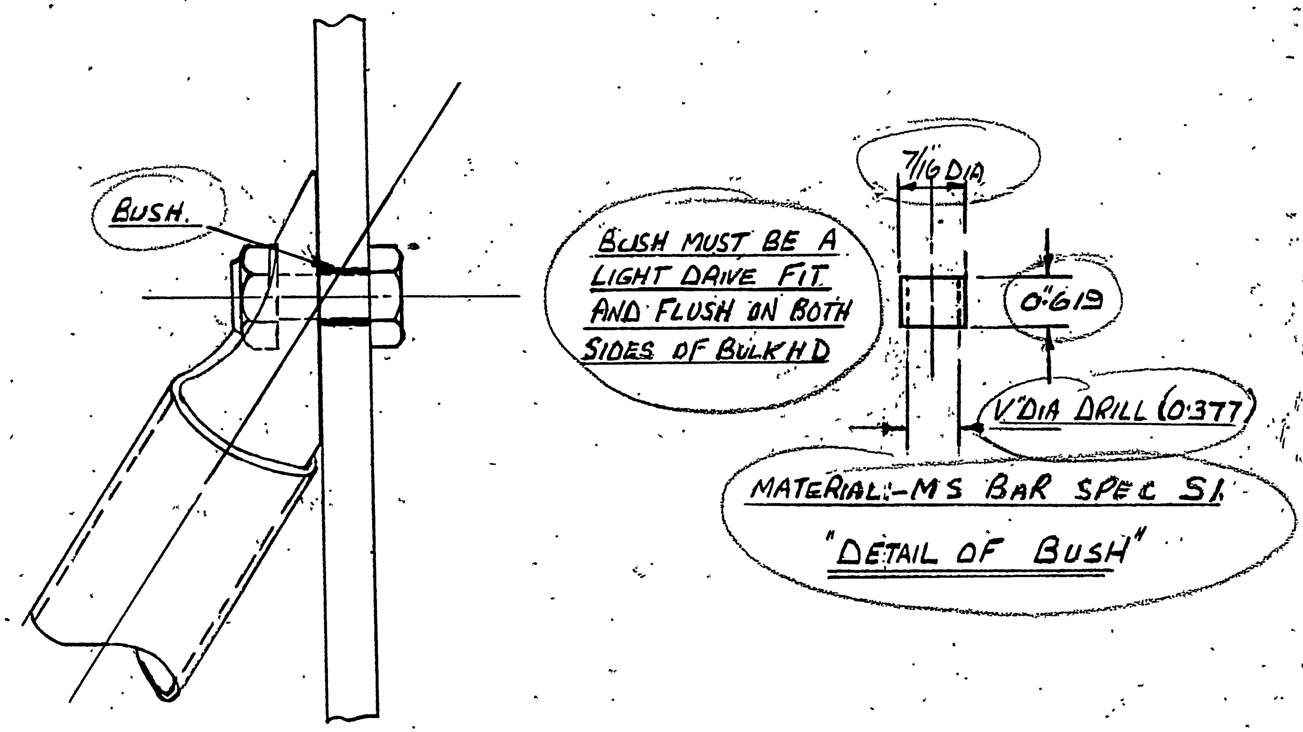
Scheme Vol 3-2-C.10

1/3/57.

Vol. 3-2 - C.10

30A/404 ½" Round Bar.
S/Stock 60 ft.
Dr 28/2/57



"DETAIL SHOWING ATTACHMENT OF TOP STAY TUBE TO BULKHEAD (ARMOUR PLATE)

V.667. VE.544.

THE DE HAVILLAND AIRCRAFT CO., LTD., HATFIELD, HERTS.	M/c TYPE	M/c. REGn. No.	[redacted]:-	DR. BY	APP. BY	R. 00G 45
	VAMPIRE & VENOM A/C [redacted]		BUSHING ELONGATED HOLE - ATTACHMENT OF TOP STAY TUBE TO BULKH'D (ARMOUR PLATE)	15.1.54		ISSUE:- 2

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
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TECHNICAL NEWS SHEET

SERIES V NO 668 DATE 20.12.1956

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.

This Special Technical Instruction has been transferred from Technical News Sheet V.480 issue 1, dated 22.3.1954, without alteration.

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SUB HEADING 16 UNDERCARRIAGE

A. SPECIAL TECHNICAL INSTRUCTION/VAMPIRE/116
VAMPIRE AND SEA VAMPIRE, ALL MARKS
HYDRAULIC JACKS, TYPE AIR.41192 FOR UNDERCARRIAGE RETRACTIO

B. Hydraulic Jacks, Type AIR.41192, Serial Nos. LK.2090 to LK.27 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 incl 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 l later than next Primary Star Servicing check Serial numbe 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 m not (repeat not) exceed 21/32 inch to bottom of para portion.

(b) If found satisfactory re-assemble (fitting new seal number ADS.408/8) and pressure test in accordance wi A.P. 1803B, Vol. 1, Section 11, Chapter 18, Appendix and re-fit and paint "STI/Vampire/116 satisfied" on Cylinder in accordance with Para (E) below.

Cont.....

TE 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.

TE 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.A. (Defects), M. of S.

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.

Nil.

Nil.

echnical News Sheet V.667 is applicable to Single seat fighter ircraft only.

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TELEPHONE HATFIELD 2345
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TECHNICAL NEWS SHEET

SERIES V No 669 DATE 21.12.56

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

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

RUDDER ASSEMBLY, UPPER END OF SPAR - CRACKING

Vampire Trainer aircraft.

Cracks in the upper end of the rudder spar, Part No. J00717ND, have been experienced and investigation has revealed that this was due to fatigue.

This occurred as a result of the 4 B.A. bolts attaching the top end flange of the spar to the horn mass balance base rib being loc or missing.

It is recommended that the 4 B.A. bolts be checked for security, and an inspection for cracks should be made if the bolts are found to be loose.

Servicing Schedules should be amended to cover future arisings

NOTE: This information is covered by Special Technical Instruction/Vampire/160 issued by the Ministry of Supply.

Text embodied into Local ST/RRAF/Vamp/18 → (Vol. 3-2-257 (Issue 1

DE HAVILLAND SERVICE

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C.T. Woollen Issue 6

25.

TECHNICAL NEWS SHEET

SERIES V NO 670 DH AIRCRAFT DATE 2.1.1957

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.

CANOPY JETTISON MECHANISM - RE-SETTING GEAR HANDLE INSECURE

Single seat Vampires only.

Information has been received that it is possible for the handle of the canopy jettison mechanism re-setting gear, situated on the front face of bulkhead 3 in the ammunition bay, to fall out of the spring retaining clip during gun firing and cause a gun stoppage by jamming the ammunition feed belt.

It is recommended that the handle retaining clip (Part Number A.002320) should be examined for serviceability, and, as an additional precaution, the jaws of the clip should be locked with thin gauge locking wire.

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Technical News Sheet V.669 is applicable to Vampire Trainers only.

Ref. 26FC/2915

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TECHNICAL NEWS SHEET

SERIES V No 670 Issue 2 DATE 13.2.57.

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 2.1.

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

CANOPY JETTISON MECHANISM - RE-SETTING GEAR HANDLE INSECURE

Single seat Vampires only.

The cockpit canopy of an aircraft was inadvertantly jettisoned recently when the handle of the jettison mechanism re-setting gear became engaged in the ammunition belt during gun firing.

A previous case of gun stoppage due to similar circumstances has also been reported.

It is recommended that the handle retaining clip (Part Number A.002320), situated on the front face of bulkhead 3 in the ammuniti bay, should be examined for serviceability and replaced where necessary.

As an additional precaution, the jaws of the clip should be locked with wire.

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

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Technical News Sheet V.669 is applicable to Vampire Trainers only.

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KKHH Technical ...
Vol 3 Sect 2 Sub Sect A

HQ RRAF etc

Date

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TECHNICAL NEWS SHEET

Typed 28/2/57

SERIES V No 672 AIRCRAFT DATE 22.1.1957.

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

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

VAMPIRE T.11 AIRCRAFT

EJECTOR SEAT SAFETY PIN - STOWAGE

1. This information is applicable to all Vampire Trainers Mark 11, ~~2 and 55,~~ fitted with ejector seats.

2. A recent case of engine rejection has been attributed t the ejector seat safety pin and disc assembly falling from the co and being drawn into the air intake.

It would appear that before flight the disc had been st correctly, but the pin had been left hanging on its chain outside stowage pocket.

During flight the pin became entangled in the canopy ha and after landing, when the hatch was opened, the disc was pulled its stowage and the whole assembly dropped outside the cockpit an was drawn into the air intake, causing severe damage to the engin

~~It is recommended that aircrew and ground staff be advi of this occurrence.~~

3. This Order is to be brought to the notice of all a and groundcrew concerned so that they may guard against a repetition of this occurrence.

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~~Technical News Sheet V.670 is not applicable to Vampire Trainers V.671 is applicable to the Mark T.22 only.~~

(Hamilton) etc

-o-o-o-o-o-

Compiled: J.A.W.
Typed: B.W.L.
Source: De Hav T.N.S./V.672, 22/1/57.

Distribution

O.C. M.U. (1)
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To Tech Stats
To Air I
Date 28/3/57

Air II / SFI issued to Sqdns. on 25/3/57.
J. Maskell
F/Lt.
28/3/57.

Vampire News Sheet V673
Forced Landing Procedure

1. The attached News Sheet for your information
2. It will be noted that this info has been issued as an S.F.I. 7
3. Pse return to this Office.

Carter W.O

You have, I think, been dealing with this subject.
This seems to cover the point pretty thoroughly.
I have not yet seen the SFI referred to opposite.
[illegible]
28/3/57

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TECHNICAL NEWS SHEET

SERIES V No 673 DATE 11.2.57.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8, GENERAL

FORCED LANDING PROCEDURE

After exhaustive analysis of forced landings in the U.S. Air Force, it has been established that the best method of forced landi high speed jet aircraft with tricycle undercarriage, on an unprepar surface is with the wheels "down". The air-frame is likely to suf major damage irrespective of whether the undercarriage is up or dow forced landing in the United Kingdom other than at an airfield. T the sole criterion is that of injury to the pilot; this is likely t reduced if the undercarriage is lowered.

2. The undercarriage provides some cushioning; there is little c of nosing-over, and this is further reduced if the nose can be kept until speed has been reduced; there may be a possibility of swingi the aircraft during the landing run in order to avoid an obstacle; even with the forward C. of G. the large area ahead of the main lan wheels prevents ditches from being a major hazard.

3. Forced landings may be classified as follows:-

(a) Forced landings without power

A landing forced upon a pilot because of his inability to maintain height.

(b) Forced landing with partial power.

A landing forced upon a pilot because his engine performar is reduced or uncertain. Partial power, in this instanc is not intended to refer to the failure of one engine in t engined aircraft. Such cases should be treated in accord with the usual principles and practices of asymmetric flig

(c) Forced landing with power

A landing with full power available, which is made other t at the pre-determined destination.

Cont.....

6. (a) tail wheel should be landed with the wheels retracted unless the pilot is quite certain that the area selected for the landing is sufficiently large for him to bring the aircraft to rest in it.

If a landing must be attempted in an aircraft fitted with a tricycle undercarriage, the wheels should be lowered

(b) At an airfield.

All forced landings with power should be made with the undercarriage down, unless special circumstances, such as failure of or damage to the undercarriage or other parts of the aircraft make such a landing impossible or undesirable.

7. Disused Airfields.

The word "airfield" as used in paragraphs 4 and 6 refers to airfields in use. When force-landing on a disused airfield, the pilot's decision on the position of the undercarriage must depend upo his knowledge of that particular airfield, which he may have acquired from a preliminary inspection from the air, or which he may have had previously. The hard runway should normally be used unless known to be obstructed.

8. Article 0509 in A.P.(N)76 is cancelled. The substance of this S.F.I. will be included in A.P. 129.

This information has been issued by the Ministry of Supply as Specia Flying Instruction/Miscellaneous/11 and by the Admiralty as Special Flying Instruction/R.N./51.

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Technical News Sheet V.669 is applicable to Marks T.11,22 and 55:
" " " V.670 " " " Marks FB.5,9, F.20,21 & F
" " " V.671 " " " Mark T.22, and
" " " V.672 " " " Marks T.11, 22 and 55 onl

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TECHNICAL NEWS SHEET

SERIES V NO 674 DATE 11.2.57

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

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

Action on

FIRE EXTINGUISHER BOTTLES - FAILURE TO DISCHARGE

This information is applicable to Vampire Trainer Marks 11, 22 and 55, fitted with the following types of fire extinguisher bottle:-

Fire bottles Type 12A (27N/100)
Type 13A (Ref.27N/99)
Type 14A (Ref. 27N/102)
Type 17A (Ref. 27N/101)
Type 20A (Ref. 27N/109)

A case has occurred of a fire bottle failing to discharge after having been accidentally operated, due to a "petrolite" transit sealing washer being left between the fire bottle head and the cartridge unit. This should normally be a metal face-to-face joint, the selastic 'O' ring around the cartridge forming the seal.

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

(a) Check visually to see if a petrolite transit sealing washer has been inadvertently fitted between the fire bottle heads, (Ref. 27N/99, 27N/100, 27N/102, 27N/101 and 27N/109) and the cartridge units (Ref. 12D/1248 or 12D/1249).

(b) Remove the cartridge unit and petrolite washer from an bottle on which a washer is found to be fitted.

Cont.....

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Sheet 2

1(c) Check the flanges of the cartridge unit for distortion and the 'O' ring for damage; where found to be serviceable the unit complete with the 'O' ring (but without petrolite washer) is to be re-fitted. Where any signs of distortion of the flanges of the cartridge unit or 'O' ring is found a new unit is to be fitted.

timated manhours - Inspection: $\frac{1}{4}$

Rectification: $\frac{1}{4}$ per head

cord on the appropriate forms.

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is information has been issued by the Ministry of Supply as
ecial Technical Instruction/ Miscellaneous/230.

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TECHNICAL NEWS SHEET

SERIES V NO 675 DATE 11.2.57.

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

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

Action

TOGGLE SWITCHES - DETACHMENT OF TOGGLE ARM

This information is applicable to Vampires of all marks fitted with switches of the following types:-

Toggle Switches Type D.5406(Ref.5CW/4179 or 5CW/5823) and D.5506(Ref 5CW/4182) manufactured prior to September 1955 by Rotax Ltd.

N.B. In some cases, switches produced by firms other than Rotax Ltd are held under stores reference Nos. quoted. Such switches a not affected by this Instruction.

Two instances have occurred where the toggle arm has over-run t end of the arm plate, thus permitting a spring loaded ball to become detached, rendering the switch mechanism inoperative. This conditi whilst remote, can occur on early manufactured switches (date coded or earlier), due to accumulated tolerances. The coding gives the m and the last two figures of the year of manufacuture, i.e. 8-55 sign that the switch was manufactured in August, 1955.

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

(a) Examine all Rotax switches fitted to aircraft for the date coding on the side of the switch.

(b) Switches marked 8-55 or earlier, together with those which not bear a date coding, are to be reduced to salvage, and disposed of locally.
Toggle switches (Ref.5CW/4179/5823/4182) held as spares or Store are to be examined. Switches manufactured by Rotax prior to September 1955 should be reduced to salvage and d of locally.

Record on the appropriate form.

Modification No. Elect.B/245, when embodied, will render compli with this Instruction unnecessary.

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This information has been issued by the Ministry of Supply as Specia Technical Instruction/Electrical/119B.

Technical News Sheet V.674 is applicable to Vampire Trainer Marks 11, and 55 only.

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TECHNICAL NEWS SHEET

SERIES V No 675 Issue 2 DATE 18.4.57.

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 11.2.5

VAMPIRE AIRFRAME. GENERAL CIRCULATION.
SUB HEADING 11. ELECTRICAL INSTALLATION.

TOGGLE SWITCHES: DETACHMENT OF TOGGLE ARM

This information is applicable to Vampires of all marks fitted with switches of the following types:-

Toggle Switches Type D.5406 (Ref. 5CW/4179 or 5CW/5823) and D.5506 (Ref. 5CW/4182) manufactured prior to September 1955 by Rotax Ltd.

Note 1. Some Rotax type D.5506 switches (5CW/4182) are packed in cartons which have been re-referenced 5CW/5824.

Note 2. All Rotax switches are clearly marked with the word "ROTAX". In some cases switches produced by firms othe than Rotax Ltd. are held under the stores reference numbers quoted. Such switches are not affected by this Instruction.

Two instances have occurred where the toggle arm has over-run the end of the arm plate, thus permitting a spring loaded ball to become detached, rendering the switch mechanism inoperative. This condition whilst remote, can occur on early manufactured switches (date coded 8- or earlier), due to accumulated tolerances. The coding gives the mon and the last two figures of the year of manufacture, i.e. 8-55 signifi that the switch was manufactured in August, 1955.

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

(a) Examine all Rotax switches fitted to the aircraft for the da coding on the side of the switch.

(b) Switches marked 8-55 or earlier together with those which d

Continued..

not bear a date coding, are to be reduced to salvage and disposed of locally.

Toggle switches (Ref. 5CW/4179/5823/4182) held as spares or in store are to be examined. Switches manufactured by Rotax Ltd. prior to September 1955 should be reduced to salvage and disposed of locally.

ecord on the appropriate form.

odification No. Elect.B/245, when embodied, will render compliance ith this instruction unnecessary.

his information has been issued by the Ministry of Supply as Special echnical Instruction/Electrical/119, amended by 119A, B and C.

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chnical News Sheet V.674 is applicable to Vampire Trainer marks 11, and 55 only.

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TECHNICAL NEWS SHEET

SERIES V NO 676 DATE 12.2.57.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 16, UNDERCARRIAGE.

DUNLOP WHEEL BRAKE UNITS.
LIFE OF COTTON AIR BAGS.

Embodied all a

This information is applicable to Vampire Marks FB. 5, 6, 9, 50, 52 and 52A, without Vampire Modification 842 (introduction of twin bral bags) embodied.

Brake unit AH.8902 (27G/4046) bearing the following serial numl are known to have been delivered from Messrs. Dunlop fitted with co airbag AHO.17411 (27G/4619) although the brake units are stamped "I.s 8," indicating that they ought to be fitted with cotopa airbag AHO.3 (27G/5434):-

131399/1, 131455/1 to 131470/1 (inclusive),
131743/1 to 131750/1 (inc.), 131751/1 to 131760/1 (inc.),
131761/1 to 131763/1 (inc.), 131765/1 to 131768/1 (inc.),
131770/1, 131772/1 to 131776/1 (inc.),
131779/1 to 131785/1 (inc.), 131787/1, 131789/1, 131790/1, 131791/1,
131792/1, 131793/1, 131795/1, 131796/1, 131797/1 and 131798/1.

The cotton airbag has a much shorter Service life than the cotopa airbag.

It is recommended that the type of airbag fitted should be determined, in respect of the brake units quoted above, at a conven opportunity, by reference to the Part Number transfer on the inner surface of the bag.

Bags which are not cotopa (Part No. AHO.35385) should be disca after 200 landings.

This information has been issued by the Ministry of Supply as Special Technical Notice/Vampire/70.

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1550/16

TECHNICAL NEWS SHEET

SERIES V No. 677 Issue 1 DATE 1.3.57.

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

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

COLD AIR UNIT, GODFREY TYPE A.C.R.E.8 MK. 1A & 1B OIL RESERVOIR VENT HOLE BLOCKED.

Vampire Marks 9, 11 and 52 and 55 with cold air units fitted.
Sea Vampire Mark T.22.
All spare C.A.U. Oil Reservoir Assemblies Pt. No. R00.2621A held in storage.

Cases have been reported of oil leaking from the breather holes in the casing of the Godfrey Type A.C.R.E. 8, Mk. 1A and 1B, Cold Air Units, and in some instances of the units having seized in spite of the oil level in the reservoir being correct.

These defects are attributed to the venting hole in the Col Air Unit Oil Reservoir Assembly, Pt. No. R00.2621A, being blocked, or the result of the 1/64" diameter pilot hole in the Mounting Flange, Pt. No. R00.2615,(see attached sketch,) not being subsequently drilled through the Reservoir Support Tube, Pt. No. R00.1879N.D. on final assembly.

As soon as possible, but not later than the next Primary Sta inspection, proceed as follows:-

1. Remove from the port wing top surface the C.A.U. access pane do not disconnect the flexible oil feed hose.

2. Remove the oil filling plug from the reservoir and take out dip stick and oil filter.

3. From below the access panel locate the Mounting Flange Assem which is secured to the C.A.U. access panel. On closer inspection it will be observed that the Reservoir Support Tu Assembly is fitted inside the Mounting Flange and welded int position.

4. Check that the 1/64" vent hole passes through both Mounting

Cont. ....

Iss. 1 (Cont)

Sheet 2

Flange and Support Tube; this must be done with a piece of wire or a pin. The vent hole should be located approximately .8" below the access panel.

5. In cases where only the Mounting Flange has been drilled and not the Support Tube, to ease the operation of drilling, a 1/32" hole is to be drilled through both the Mounting and Support Tube. Care must be taken to prevent the entry of swarf into the oil reservoir.

6. Re-assemble the items disturbed and replenish the oil reservoir, as required.

7. Replace the filler plug.

8. Record on the appropriate forms and paint "STI/Vampire/161" on the Oil Reservoir Assemblies held in storage.

ıated man hours - $\frac{3}{4}$

:d on the appropriate form.

:elevant Vampire Maintenance and Repair Manual and Air ıications Vol. 1, Sect. 3, Chap. 8, Para. 10, refer.

information has been issued by the Ministry of Supply as Special nical Instruction/Vampire/161.

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nical News Sheet V.676 is applicable to Vampire Marks 5, 6, 9, 50, nd 52A.

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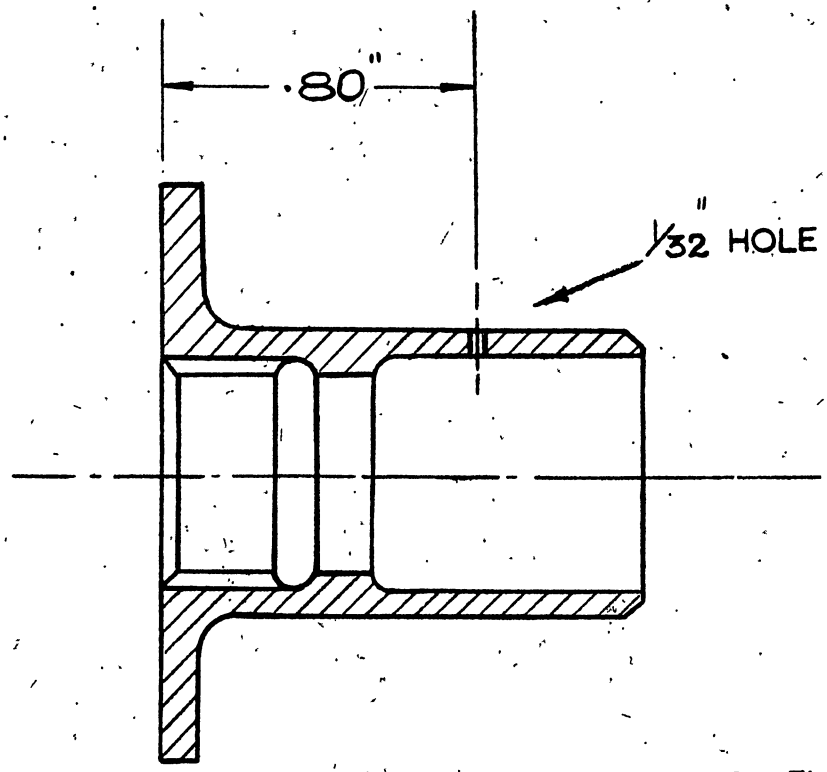

MOUNTING FLANGE

R00.2615

T.N.S. V.677 REFERS

1846.

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TECHNICAL NEWS SHEET

SERIES V NO 678 DATE 11.3.57.

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

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

Issued On

MARTIN BAKER EJECTION SEAT DROGUE SHROUD LINES - INCORRECT DEPLOYMENT

Vampire Marks 11 and 55 and
Sea Vampire Mark 22, fitted with Ejection Seats Mk. 1, 2, 3 and 4 sc

Following a recent fatal accident it was found that the Drogue Shroud Lines were tied together with a linen thread of greate breaking strength than that specified in A.P. 4288A and A.P. 4288B, Volumes 1, thus preventing correct deployment of the drogue.

Investigation has shown that tying of the Drogue Shroud Lines can now be dispensed with altogether.

Immediately on receipt of this instruction proceed as follows:-

(a) Examine the Drogue.

(b) Where the shroud lines are found tied together the tying must be removed and not replaced

Estimated Manhours - Negligible.

Record on the appropriate forms.

The relevant sections of Air Publication 4288 will be amended in due course to delete all reference to tying the Drogue Shroud Lines.

This information has been issued by the Ministry of Supply as Specia Technical Instruction/Ejection Seat/15, as amended by 15A.

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TECHNICAL NEWS SHEET

SERIES V No 679 DATE 11.3.57.

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

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

MARTIN BAKER EJECTION SEATS - CAP FOR TIME RELEASE UNIT RACK PLUNGER - INCORRECTLY POSITIONED

Vampire Marks 11 and 55, and
Sea Vampire Mark 22, fitted with Ejection Seats of Mk. 2 Series or I series with Modification 257 embodied.

A case has occurred of fouling of the cap for Time Release Unit Rack Plunger (Part No. MBEU/5590) by the flange of the top beam of the seat which prevented operation of the Time Release Unit. Foul: was due to incorrect positioning of the cap.

Immediately on receipt of this instruction proceed as follows:-

(a) Check that the screw housing on the cap of the Time Releas Unit is facing outward, i.e. away from the seat structure

(b) Where the assembly is incorrectly fitted remove the Time Release Unit and remove the cap. Replace the Unit in th "Cocked" condition and then refit the cap with the screw housing facing away from the seat structure.

Estimated man-hours - Checking - Negligible
Rectification - 1.

Record on the appropriate forms.

Modification action is under consideration. Bay Servicing Or should be amended where necessary to ensure continuation of the tec

This information has been issued by the Ministry of Supply as Speci Technical Instruction/Ejection Seat/16.

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TECHNICAL NEWS SHEET

SERIES V No 680 DATE 12.3.57.

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

DEFLATION AND DISMANTLING OF HIGH PRESSURE TYRES - ICING-UP OF SCHRADER VALVE

Several instances have occurred recently of the Schrader Valve becoming iced-up during the deflation procedure. Aircraft operators should be warned of the danger involved.

During the deflation procedure, the valve stem may become blocked with pieces of ice and it is possible that the operator, not hearing an exhaust of air, might imagine that the assembly is fully deflated. This could lead to a very serious accident if any attempt were made to remove the loose wheel flange at this stage. Operators are therefore advised to allow sufficient time to elapse between the removal of the valve core and the removal of the loose flange to ensure that the air has been completely exhausted from the assembly.

NOTE: No probing devices are necessary to ensure that the valve holes are clear as the ice formations will break down under normal temperatures and allow free passage of any air remaining in the cover, but, it should be clearly understood that the icing-up process may take place several times before the cover is completely exhausted of air.

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Technical News Sheet V.676 is applicable to Vampire Marks 5,9,52 and 52A only.
Technical News Sheet V.677 " " " " " 9,11,22,52, 52A and 55 only.
Technical News Sheet V.678 " " " " " 11,22 and 5 only.
Technical News Sheet V.679 " " " " " 11,22 and 5 only.

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Note :- Certain part Nos quoted in this order corr to the Vol 3 for 1B9 but not all

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HATFIELD HERTFORDSHIRE ENGLAND

STSO Your instructions pse

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V3-2-A61. 188

TECHNICAL NEWS SHEET

SERIES V NO. 681 DATE 12.3.57.

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

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

NOSE UNDERCARRIAGE LEG - FITS AND CLEARANCES

~~Vampire Marks 52 and 55.~~

The following information on fits, clearances and wear limits are provided as additional to those shown in the repair manuals

~~VAMPIRE MK. 52~~

Description of Mating Parts	Dimensions New	Permissible Worn Dimension	Clearance New	Permi Worn a
UPPER BEARING IN NOSE WHEEL BARREL				
Nose wheel barrel (12.UN. 163)	I/D 3.7510 / 3.7490	3.7520	Bearing selected obtain an interference fit.	
Upper Bearing (13.UN.143)	O/D 3.7520 / 3.7490	3.7490		
LOWER BEARING IN NOSE WHEEL BARREL				
Nose wheel barrel (12 UN. 103)	I/D 4.3610 / 4.3590	4.3620	0.0000 / -0.0030	0.0C
Lower bearing (G00229)	O/D 4.3620 / 4.3610	4.3590		
SWIVEL LUG ASSEMBLY IN UPPER BEARING				
Upper bearing (13.UN.143)	I/D 3.4509 / 3.4491	3.4535	0.0049 / 0.0016	0.00
Spigot tube (G00231)	O/D 3.4475 / 3.4460	3.4445		

(Cont)

Sheet 2

iption of Mating Parts		Dimensions New	Permissible Worn Dimension	Clearance New	Permissible Worn Clearance
L LUG ASSEMBLY					
VER BEARING					
Bearing (G00229) ✓	I/D	4.1010 4.0990	4.1030	0.0060 0.0020	0.0080
e lower end(G00227)	O/D	4.0970 4.0950	4.0935		
IN NOSE WHEEL					
L					
wheel barrel N.163)	I/D	1.6882 1.6868	1.6889	0.0000 -0.0021	0.0000
(G00233) ✓	O/D	1.6889 1.6882	1.6868		
NG TUBE IN					
RT BRACKET					
rt bracket 85) ✓	I/D	1.5007 1.4993	1.5025	0.0024 0.0001	0.0035
ng tube 84) ✓	O/D	1.4992 1.4983	1.4965		
NG TUBE IN					
(G00233) ✓	I/D	1.5007 1.4993	1.5025	0.0024 0.0001	0.0035
ng tube 84)	O/D	1.4992 1.4983	1.4965		

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Cont.....

~~VAMPIRE MK.55 AIRCRAFT.~~

Description of Mating Parts		Dimensions New	Permissible Worn dimension	Clearance New	Permi Worn anc
UPPER BEARING IN NOSE WHEEL BARREL					
Nose wheel barrel (13.UN.179)	I/D	3.7510 / 3.7490	3.7520	Bearing selected obtain an interf ence fit.	
Upper bearing (13.UN.143)	O/D	3.7520 / 3.7490	3.7490		
LOWER BEARING IN NOSE WHEEL BARREL					
Nose wheel barrel (13.UN.179)	I/D	4.3610 / 4.3590	4.3620	0.0000 / -0.0030	0.00
Lower bearing (G00229)	O/D	4.3620 / 4.3610	4.3590		
SWIVEL LUG ASSEMBLY IN UPPER BEARING					
Upper bearing (13.UN.143)	I/D	3.4509 / 3.4491	3.4535	0.0049 / 0.0016	0.00
Spigot tube (13.UN.187)	O/D	3.4475 / 3.4460	3.4445		
SWIVEL LUG ASSEMBLY IN LOWER BEARING					
Lower bearing (G00229)	I/D	4.1010 / 4.0990	4.1030	0.0060 / 0.0020	0.00
Sleeve lower end (G00227)	O/D	4.0970 / 4.0950	4.0935		

Cont...

(Cont)

Sheet 4

Description of Mating Parts		New Dimensions	Worn Dimension	New Permissible Clearance	Worn Permissible Clearance
N. NOSE WHEEL					
Wheel barrel (13.UN.179) ✗	I/D	1.6882 / 1.6868	1.6889	0.0000 / -0.0021	0.0000
(G00233) ✓	O/D	1.6889 / 1.6882	1.6868		
G TUBE IN BRACKET					
Bracket .1999 L.H. ✗ ✓ .2000 R.H.) ✗ ✓	I/D	1.5007 / 1.4993	1.5025	0.0024 / 0.0001	0.0035
G tube (13.UN.37) ✗	O/D	1.4992 / 1.4983	1.4965		
G TUBE IN					
G00233) ✓	I/D	1.5007 / 1.4993	1.5025	0.0024 / 0.0001	0.0035
G tube 13.UN.37) ✗	O/D	1.4992 / 1.4993	1.4965		

NOTE: ALL DIMENSIONS ARE IN INCHES

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DE HAVILLAND SERVICE

ST50

HATFIELD HERTFORDSHIRE ENGLAND

Your instructions see

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 682 DH AIRCRAFT DATE 12.3.57.

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

Cancelled by Issue 2

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

ENGINE AIR INTAKE DUCT - SCHEME TO FACILITATE REMOVAL OF LEADING EDGE SECTION OF PORT INTAKE.

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

In order to facilitate removal of the leading edge section the port air intake duct (for repair purposes, etc.), a scheme has be devised to introduce a removable panel in the duct wall for access to the inboard attachment bolts.

(1) Remove the countersunk bolts attaching the nose fairing to top and bottom of the drag member, rib 1A and nose rib 2.

(2) Remove the cold air unit access panel, part number D007359N in the top skin, and the reinforcing stiffener, part number D007369ND.

(3) Remove the access panel, part number D00707ND, situated on the bottom surface, aft of the drag member, adjacent to rib

(4) Cut an access hole in the fairing as called for on Repair Drawing R.15.W.123.

(5) Remove the bolts securing the nose fairing flanges to the d member.

NOTE..... Should the bolts outboard of rib 1B be inaccessible through inspection panel stated in (3), due to the air duct for the heat exchanger covering the access hole, then the following procedure is to be adopted:-

(a) Remove No. 2 tank door.

(b) Lower the tank on to a trestle - DO NOT REMOVE THE TANK

Cont...

(c) Remove the Hy-car packing covering the centre lightening hole in nose rib 2. Through this hole remove the bolts securing the heat exchanger duct.

Owing to the lack of an access panel in the top skin of the starboard wing the above method of fairing removal cannot be applied, and this fairing can only be changed when the wing is detached from the fuselage.

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Technical News Sheet V.681 is applicable to Vampire Marks 52, 52A, 54, 55 and 55A only.

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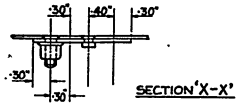
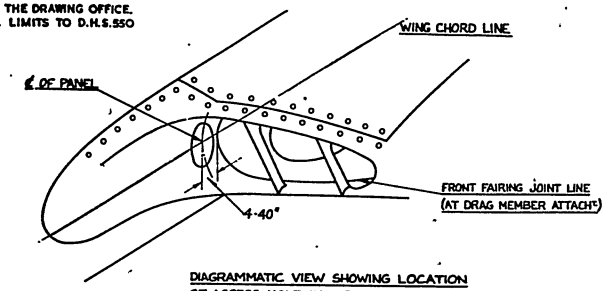
METHODS ENGINEERS, REFER TO DRG. No.

ANY ERRORS ON DRAWINGS MUST BE REPORTED TO THE DRAWING OFFICE.
REMOVE ALL SHARP EDGES — GENERAL LIMITS TO D.H.S.550

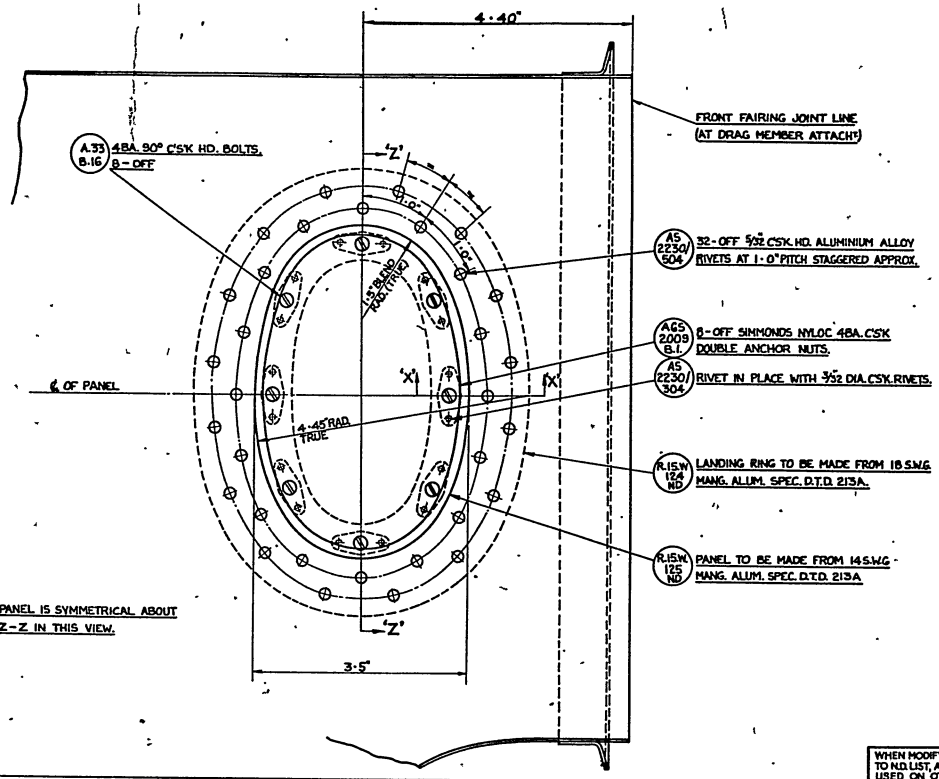
A.D.



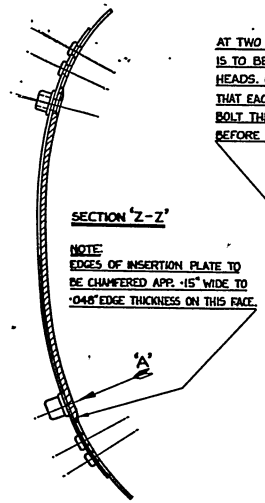
SECTION 'X-X'



DIAGRAMMATIC VIEW SHOWING LOCATION OF ACCESS HOLE IN AIR DUCT.



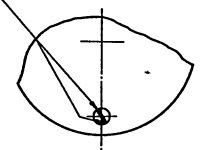
PANEL IS SYMMETRICAL ABOUT Z-Z IN THIS VIEW.



AT TWO POINTS, MATERIAL OF 14 S.W.G. INSERTION IS TO BE PUNCH - LOCKED INTO SLOT OF BOLT HEADS. GREAT CARE MUST BE TAKEN TO ENSURE THAT EACH AND EVERY BOLT IS POSITIVELY SECURED. BOLT THREADS ARE TO BE DIPPED IN BOSTIK 'C' BEFORE ASSEMBLY TO FURTHER ASSIST LOCKING

SECTION 'Z-Z'

NOTE:
EDGES OF INSERTION PLATE TO BE CHAMFERED APP. ·15" WIDE TO ·048" EDGE THICKNESS ON THIS FACE.



VIEW ON ARROW 'A'

TECHNICAL NEWS SHEET V.682 REFERS

ASSEMBLY No.	SCHEDULE No.	No. OFF

AMENDMENTS EMBODIED

WHEN MODIFYING N.D. PARTS REFER TO N.D. LIST, AS THE PARTS MAY BE USED ON OTHER ASSEMBLIES

ISSUE No. 1
MOD. No.
NEW

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

FINISH	MATERIAL	SPEC.	H/C	DESCRIPTION	DRAWING No.

MEMORANDUM.

From: ~~Air Headquarters, R.R.A.F.~~ STSO	From: O.C. M.U.
To : OC MU.	To : Air Headquarters, R.R.A.F. S.T.S.O.
Date: 17/5/57.	Date: 17/5/57.
Ref : ———	Ref : ———

The attached for a physical check on an aircraft and on a duct from Stores. I am of the opinion that even with this access hole, it is problematical whether the duct can be removed.

Let me have your report

H. Gibbons
Feb 8

1. Physical check carried out as requested.

2. Confirmation as whether the duct can be removed depend on attempt the job relating to Vampire T.11 131 physically.

3. Item 5(b) of the attached scheme is understood.

4. It is however recommended that tasks relating to Vampires 131 and 1[illegible] be undertaken before any major import[illegible] are accepted in R.A[illegible] [illegible]

MEMORANDUM.

From: Air Headquarters, R.R.A.F.	From: O.C. A.U.
To : OCMU	To : ~~Air Headquarters, R.R.A.F.~~ Chief Tech Engr
Date: 20/5/57	Date:
Ref : AH/TNS V682	Ref :

1. Your memo 17/5/57 refers
2. STSO requests that you physically carry out the removal [of] the port intake duct of RRAF 131 as called forward by the attached TNS No V682 and [re]port results to him.

Parton WO
Tech Stats.

1. [illegible] - I will advise when work [will] be commenced.

[signature]

Hold attached Copy receipt of original

Progressed 10/8/57

MEMORANDUM

From: Air Headquarters, R.R.A.F.	From:
To :	To : Air Headquarters, R.R.A.F.
Date:	Date:
Ref :	Ref :

V682 – Wing Air Intake Duct – Scheme to facilitate removal of Leading Edge Section of Port Int

Passed to OCMU 20/5/57 for physically checking removal Duct Section of RRAF 131

DE HAVILLAND SERVICE
AIRSPEED DIVISION
CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE
CHRISTCHURCH 1600

CABLES
HAVILLAND TELEX CHRISTCHURCH

TELEX
CHRISTCHURCH 41-5

TECHNICAL NEWS SHEET

SERIES V No. 682 Issue 2 DATE 24. 2. 1958

This Technical News Sheet cancels and supersedes Issue 1 dated 12.3.57.

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 18. WING ASSEMBLY

ENGINE AIR INTAKE DUCT: SCHEME TO FACILITATE REMOVAL OF LEADING EDGE SECTION OF PORT INTAKE.

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

The information contained on Issue 1 of this news sheet has b revised and re-issued on Vampire Maintenance News Sheet, No. 1, and has extended to cover both the port and starboard intake of Vampire Marks 5, 10, 11, 22, 52, 52A, 54, 55 and 55A.

Issue 1 of this Technical News Sheet is no longer correct and be destroyed forthwith.

The last Technical News Sheet applicable to Marks 11 and 22 was V. 680.
The last Technical News Sheet applicable to Marks 55 and 55A was V.681.

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TELEGRAMS HAVILLAND TELEX HATFIELD

Mod 195 not embodied any Regiments

TECHNICAL NEWS SHEET

SERIES V No. 683 DATE 25.3.57.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION. Mod 195 intro of Helmet b
SUB HEADING 7. FUSELAGE ASSEMBLY. Blind & Sun Protector fly
MK 1 — applicable MK 1(

EJECTION SEATS WITH MODIFICATION 195 EMBODIED FACE BLINDS JAMMING IN HOUSING.

Vampire Trainer Marks 11, 22 and 55.

Cases have occurred of face blinds jamming in their housings causing difficulty in withdrawing. The method of folding the blinds in preparation for stowing during seat servicing was such that five layers of canvas had been fed into the blind housings.

Owing to changes in dimensions the face blind cannot be packed as detailed in A.P.4288A, Vol. 1, Sect. 5, Chap. 5, para. 26.

It is recommended therefore that pending amendment of A.P.4288A, the following technique should be adopted forthwith, and that existin installations should be proved without delay.

Packing of Face Blinds post Mod. Ejection Seat No. 195.

(a) Stretch the blind to its full length.

(b) Push the fullness up into convex forms.

(c) Form a longitudinal crease just right of the centre line.

(d) Fold the centre bulk to lay on the right edge of the blind so that the edges are roughly parallel and the cable anchor is proud.

Note: The blind is now in three thicknesses on the right a one on the left.

(e) Carefully retaining this fold on the blind, feed it into it housing.

Cont..

83 (Cont)

Sheet 2

The withdrawing of the canvas from its housing should not require
ce than 20 lb. pull after disengagement of the firing handle.
.s test should be applied in the first instance to ensure that the
ove Instructions have been followed correctly.

endment to Air Publications is in hand.

is information has been issued by the Ministry of Supply as Special
chnical Notice/Ejection Seat/8.

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MEMORANDUM.

From: Air Headquarters, R.R.A.F.	From: Safety Equip Sect
To : WO Butterworth Parachute Section	To : Air Headquarters, R.R.A.F.
Date: 27/4/57	Date: 16-5-57
Ref : Martin Baker Ejection Seats	Ref :

1/ attached refers.
Pse note comments on the leaflet
Have you any comments?

[signature]

1/ Seats examined date do not show as being incorporated
2 Suggest that sq holding T11 A/c. be to check relevent

G E Butterworth W/O.

Mod 195 not applic MK3B Seats

[signature]

1969

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TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 683 Issue 2 DATE 5.6.57.

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

This Technical News Sheet cancels and supersedes Issue 1 dated 25.

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

EJECTION SEATS WITH MODIFICATION 195 EMBODIED: FACE BLINDS JAMMING IN HOUSING.

Vampire Trainer Marks 11, 22 and 55.

We have been informed by the Martin Baker Aircraft Co. Ltd that the information published on Issue 1 of this News Sheet (extracted from Special Technical Notice/Ejection Seat/8) is applicable only to the Mark 1c seat (Canberra aircraft), and is no therefore, applicable to the Vampire Trainer.

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TECHNICAL NEWS SHEET

SERIES V No 684 DATE 26.3.57.

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

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

Returned on

EMERGENCY OXYGEN SYSTEM - INCORRECT LENGTH OPERATING CABLE BETWEEN EJECTOR SEAT AND COCKPIT FLOOR

Vampire Trainer Marks 11 and 55 fitted with ejector seats.
Sea Vampire Mark 22 fitted with ejector seats.

This information is also applicable to spare cables, Part Number 15.S 1167AND, held in stores and in modification kits - Vampire 3282 and Sea Vampire 1075.

The static operating cable for the emergency oxygen system set, located between the cockpit floor and the anchor assembly on the ejector seat, may be too short causing inadvertent operation of the emergency oxygen release when the ejector seat is raised.

The subject cable has been made in two lengths, 10 inch and 13 inch under the same part number, 15.S.1167AND. The correct part number for the 13 inch cable is 15.S.1265AND, and this cable, only, should be fitted to aircraft.

1. On receipt of this Instruction, the following action is recommer

   (a) Check that all static operating cables measure 13 inches between loop centres.

   (b) Where found to be incorrect, demand or make up 13 inch cabl using existing fittings.

   (c) On some aircraft the anchor bracket, situated on the side c the ejector seat, may have been lowered to accommodate 10 i cables. Where this is encountered the bracket must be replaced in its original position and the 13 inch static operating cable used.

Estimated man hours: 1

Cont..

384 (Cont)

Sheet 2

13 inch static operating cables part numbered 15.S.1167AND, ld in Stores as Spares or in Mod. Kits (Vampire Mod.3282 and a Vampire Mod. 1075), are to be re-part numbered 15.S.1265AND ior to installation or issue, as applicable.

cord on the appropriate form.

is information has been issued by the Ministry of Supply as Special chnical Instruction/Vampire/162.

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TECHNICAL NEWS SHEET

SERIES V NO 685 DH AIRCRAFT DATE 9.4.57.

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

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

ISSUED On.

SAFETY HARNESS QUICK RELEASE FITTINGS (FOUR POINT): INCORRECT END FORM OF NUMBER 6 OPERATING PLUNGERS

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

This information concerns four-point quick-release fittings (Ref. 15A/150 and 15A/529) which are stamped on the laminated body with the no: circular inspection stamp containing the letters "MEML, ACPW or JHCW" followed by the serial number. Boxes thus stamped but with an "R" followed by a circular inspection stamp containing the letters "A.M.I are outside of the scope of this instruction.

A.P.1182A, Vol. 1 Sect. 5, Chap.2 refers. Investigation has shown that the boxes identifiable above have in many cases one or mo: inherent manufacturing defects, the defect of major significance beir that the locking pin No. 6 has a hemi-spherical or near hemi-spherica end and yet has three rings on the shank thereby indicating that it h the correct end form, (A.P.1182A, Vol. 1, Sect. 5, Chap 2, Fig. 3 re

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

(a) Identify and segregate all boxes quoted above with inspecti stamp markings "MEML, ACPW or JHCW".

(b) R.A.F. Units are to return segregated items to No. 25 M.U. annotating items and vouchers "Ref. 15A/150 (or 15A/529 as appropriate) Quick release fittings rejected under STI/ Safety Equipment/21.

Items held in R.A.F. stores or as spares are to be actioned as a Record on the appropriate forms.

This information has been issued by the Ministry of Supply as Special Technical Instruction/Safety Equipment/21.

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Technical News Sheet V.681 is applicable to Vampire Mks.52,52A,54,55 55A

" " " V 682, 683 and 684 are applicable to Vampire Mks. 55, 55A and Sea Vampire 22 only.

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TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 685 Issue 2 DATE 25.4.57.

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 9.4.57

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

SAFETY HARNESS QUICK-RELEASE FITTINGS (FOUR POINT): INCORRECT END FORM OF NUMBER 6 OPERATING PLUNGERS

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

This information concerns four-point quick-release fittings (Reference 15A/150 and 15A/529) which are stamped on the laminated bo with the normal circular inspection stamp containing the letters MBA. ACPW or JHCW usually followed by the serial number. Boxes thus stamped but with an "R" followed by a circular inspection stamp cont ing the letters A.M.L. are outside of the scope of this instruction.

A.P.1182A, Vol. 1, Sect. 5, Chap. 2 refers. Investigation has shown that the boxes identifiable above have one or more of the following defects:-

(1) Underflush, small, cracked or ill formed rivet heads.

(2) Light between laminations of body.

(3) Loose or insufficiently caulked locating pins.

(4) Locking pins No. 6 (Ref. 15A/566) of incorrect end form. (This is the most serious defect).

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

(a) Dismantle all boxes stamped as quoted above and inspect for the defects (1), (2) and (3) above.

(b) R.A.F. units are to return boxes found with these defects to 25 M.U. annotating items and vouchers "Ref. 15A/150 (or 15A/529 as appropriate) Quick Release Fittings rejected

Continued.

under S.T.I/Safety Equipment/21A." 25 M.U. will retain segregated boxes pending further instructions.

(c) Where defects listed in (1), (2) and (3) above are not present then boxes must be checked for defect (4). Reference should be made to the attached sketch and if the pin is found to be incorrect it is to be replaced by one with the correct end form. In cases of doubt the pin is to be rejected.

(d) Boxes which are not rejected under the terms of this instruction are to be re-assembled and tested in accordance with A.P. 1182A, Vol. 1, Sect. 5, Chap. 2, and returned to service.

Estimated man-hours : 1

Items held in store or as spares should be actioned as above.

Record on appropriate forms.

Make a dot with a centre-punch on both sides of the foot of he locking pin assembly retainer to show that this inspection has been arried out.

This information has been issued by the Ministry of Supply s Special Technical Instruction/Safety Equipment/21A, cancelling and uperseding 21 (on Issue 1 of this News Sheet).

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echnical News Sheet V.681 is applicable to Marks 52, 52A, 54, 55 and 55A only.

echnical News Sheets V.682, 683 and 684 are applicable to Marks 11, 22, 55 and 55A only.

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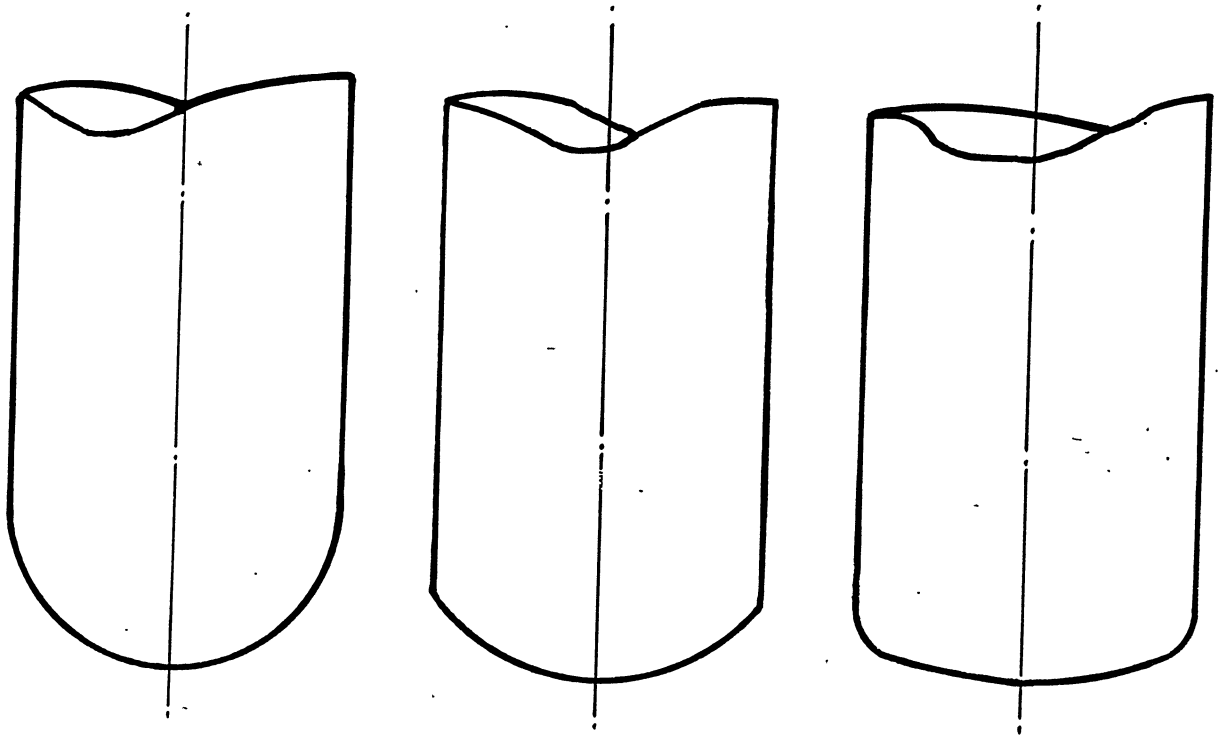

SKETCH TO SHOW CORRECT AND INCORRECT END FORM OF LOCKING PIN No. 6 (REF. 15A/566).
ST.I./SAFETY EQUIPMENT/21.A.
(TECHNICAL NEWS SHEETS V.E. 577. AND V. 685. REFER.)

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 686 DATE 30.4.57.

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

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

MARTIN BAKER EJECTION SEATS: OPERATION OF PARACHUTE MANUAL OVERRIDE

Vampire Marks 11 and 55.
Sea Vampire Mark 22.

Tests have disclosed that medium and slightly built personnel have considerable difficulty in pulling the override "D" ring, and in extreme cases may fail to operate the override mechanism.

This is due to the harness waist belt, which cannot be adjuste concertina-ing between the quick release box and the outer "D" ring, placing the two press studs under a shear strain, and positioning th operator's right arm such that either he cannot exert sufficient pul operate the mechanism at all, or he may only succeed in unfastening press studs leaving the slide disconnect intact on the parachute. the latter case the inner "D" ring is exposed giving the impression the parachute can be safely operated, whereas in fact the seat is st attached to the parachute by the withdrawal line.

S.T.I./Safety Equipment/19 dated 10th December, 1956 (Technica News Sheet V.689 refers), substitutes breaking thread for the male h the press studs. However, this is an interim measure only, and urg modification action is under consideration so that an equal displace of the override "D" ring will operate the mechanism regardless of th build of the operator.

Until modification action is completed, pilots are advised to anticipate difficulty in operating the manual override, and are to c out familiarisation exercises on the ground, to ensure that they can fact operate the override mechanism.

This S.F.I. will be cancelled by modification action.

This information has been issued by the Ministry of Supply as Special Flying Instruction/Ejection Seat/4.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 687 DH AIRCRAFT DATE 9.5.57.

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

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

ENGINE FLAME-OUT AT ALTITUDE: GOBLIN 3 & 35 ENGINES

Vampire Marks 6, 10, 11, 50, 52, 54, 55 and 55A
Sea Vampire Mark 22.

Cases have occurred of flame-out, or near flame-out (burbling) at altitude when carrying out manoeuvres involving a stall. This due to a combination of low B.P.C. pressure and low forward speed leading to reduced fuel flow at the burners.

In order to reduce this possibility of flame-out it is recomm that, when carrying out stall manoeuvres, engine r.p.m. should be less than the following:-

At 20,000 feet - 5,500 r.p.m.
At 30,000 feet - 7,500 r.p.m.
At 35,000 feet and above - 8,500 r.p.m.

This S.F.I. will be cancelled when satisfactory modification action, at present in hand, has been completed.

This information has been issued by the Ministry of Supply as Spec Flying Instruction/Vampire/8.

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Technical News Sheet V.686 is applicable to Marks 11, 22 and 55 on

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TECHNICAL NEWS SHEET

SERIES V NO 688 DH AIRCRAFT DATE 9.5.57.

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

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

PARACHUTE CANOPY HARNESS: INCORRECT FITTING OF TWO PIECE D-RINGS

This information concerns all parachute assemblies with parachute modification M.102 embodied or have had the canopy harness changed by embodiment of detachable two-piece D-rings

Cases have occurred of incorrect embodiment of Mod. Parachute M.102 resulting in rigging lines becoming crossed.

As soon as possible but within seven days of receipt of this Instruction all subject parachute assemblies that have not had a periodic servicing and repack since being modified are to be check in accordance with AP.1182A, Volume 2, Part 1, Leaflet C fourteen, paragraph 9.

Estimated man-hours - 1.

Record on the appropriate form as "STI/Safety Equipment/20 satisfi

This information has been issued by the Ministry of Supply as Spec Technical Instruction/Safety Equipment/20.

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Technical News Sheet V.686 is applicable to Marks 11, 22 and 55 on
Technical News Sheet V.687 is applicable to Marks 6,10,11,22,50,52 55 and 55A only.

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Actioned on AP

TECHNICAL NEWS SHEET

SERIES V NO 689 DH AIRCRAFT DATE 22.5.57.

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

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

PARACHUTE ASSEMBLIES, BACK TYPE MARKS 9 AND 19A RIP CORD HANDLE ASSEMBLY: DIFFICULTY IN PULLING THE MANUAL OVERRIDE "D" RING.

Vampire Marks 11 and 55 with Mark 3B ejection seats fitted.
Sea Vampire Mark 22 with Mark 3B ejection seats fitted.

Cases have been reported of considerable difficulty in pulling the manual override D ring. This is partly due to the fact that th press-studs which secure the manual override pocket to the waist bel strongly resist the shear load to which they are subjected when the manual override D ring is pulled.

1. As soon as possible, but not later than within seven days of re of this Instruction, the following procedure is recommended:-

(a) Remove the parachute assembly from the aircraft.

(b) Without removing the Manual Override D ring, lift its pocket away from the waist belt so as to undo the press-studs.

(c) Using a $\frac{3}{8}$" drill, cut away the centres of the male press-studs on the waist belt, remove the male press-studs and

1. Take a needle and a length of Linen thread Khaki No.1 3 cord B.S.S. 3F 34. (Stores Ref.32B/648) and refer drawing LAC.FD.284 (Attached).

2. At a point just inside the base of the Manual Overric D ring, and on the centre line of the pocket, pass a single strand down through the pocket and out.

3. Bring the needle to the centre line of the mouth of t rip cord D ring pocket just behind the elastic cord a pass one strand down through the upper flap of the pc and into the pocket.

Continued.

9 (Continued)

Sheet 2

4. Pass the needle across the inside of the pocket ¼" and then pass the single strand up through the upper flap of the pocket to the outside.

5 Take the needle across to the manual override D ring pocket inside the base of the D ring and pass the single strand up through the pocket. Two ends of the single strand will now be together. Tie off in a double reef knot.

mated Man Hours - ½

rd on the appropriate form as "S.F.I./Safety Equipment/19 satisfied".

fication action is in hand.

. The attached drawing LAC.FD.284, refers to more types of parachute assemblies than those included in the heading of this News Sheet. The additional types are not fitted to Vampire aircraft.

information has been issued by the Ministry of Supply as Special nical Instruction/Safety Equipment/19.

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27-11-56

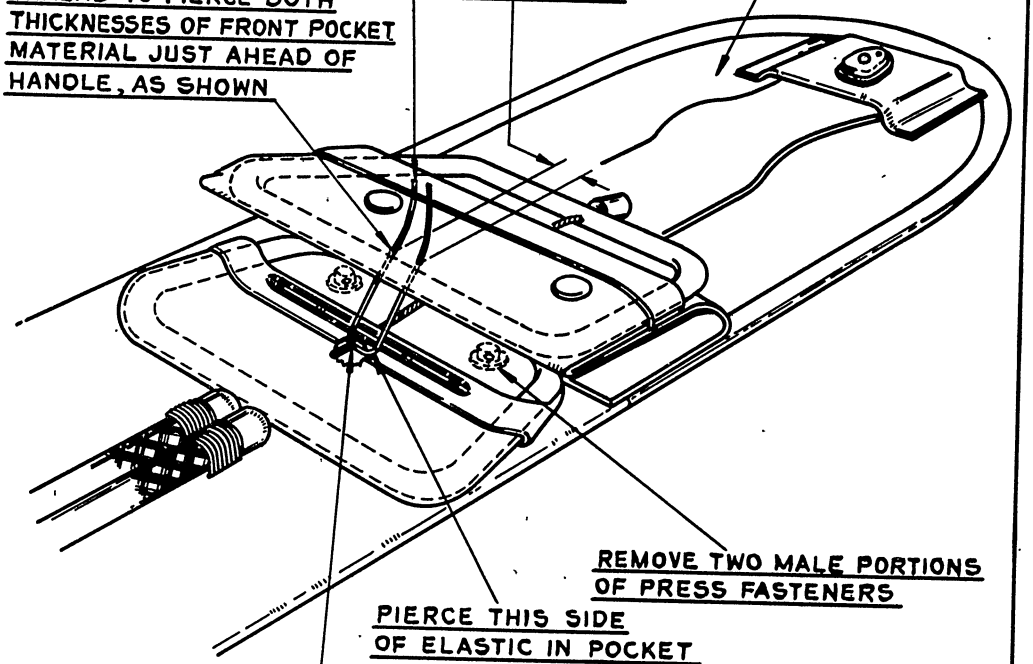
IAC. PD. 284

3 CORD THREAD TO SPEC. B.S. F34/18/3 WITH FRONT POCKET LYING FLAT ON REAR POCKET, PULL ENDS OF THREAD TO TIGHTEN AND TIE OFF IN A DOUBLE REEF KNOT TO SECURE

FRONT OF WAIST BELT

1/4" CENTRES

THREAD TO PIERCE BOTH THICKNESSES OF FRONT POCKET MATERIAL JUST AHEAD OF HANDLE, AS SHOWN



REMOVE TWO MALE PORTIONS OF PRESS FASTENERS

PIERCE THIS SIDE OF ELASTIC IN POCKET

REAR POCKET DRAWN IN CUT AWAY CONDITION TO SHOW THREAD PASSING THROUGH AND UNDERNEATH THE UPPER MATERIAL. 1/4" CENTRES BETWEEN THREAD TO BE MAINTAINED.

METHOD OF SECURING 'D' RING POCKETS

(PARACHUTE ASSEMBLIES TYPE B MK. 8, 8A, 9, 13, 13A, & 19A)

Z. 13140. R.

TECHNICAL NEWS SHEETS VE. 584 AND V. 689 REFER

S.T.I. SAFETY EQUIPMENT/19

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HATFIELD HERTFORDSHIRE, ENGLAND

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TECHNICAL NEWS SHEET

SERIES V No. 690 DATE 23 5 57.

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

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

MARTIN BAKER MARK 3B EJECTION SEATS. DROGUE GUN MECHANISM: FAILURE TO OPERATE

Vampire Marks 11 and 55.
Sea Vampire Mark 22.

A case has occurred of failure of the drogue gun striker pin t operate due to increased friction in the gear train.

Within seven days of receipt of this instruction and subsequer at intervals not exceeding six months refer to AP.4288, Vol. 5, Sec Chapter 2 DROGUE GUN Operation 4 (1)3,or AP.4288, Vol. 4, Secs. 1, 3, Chapter - DROGUE GUN. Operation 2 (c) and proceed as follows:-

(a) Ensure that seat is rendered safe in accordance with curr instructions:

(b) Remove drogue gun and disarm.

(c) Withdraw the sear to operate the unit after removing the safety pin.

(d) Remove the plug from the base of the gun and insert the cocking tool into the firing pin.

(e) Insert the sear and push in the release plunger.

(f) Pull down the firing pin to engage the gears and whilst cocking exercise the gears by moving the cocking tool bac and forth against the spring tension with the intention c feeling for friction over the whole range of the gear tra until the unit is fully cocked.

(g) When cocked repeat the exercising movement of the cocking to exercise the gears and ensure that freedom of rotatior exists in the overrun from the fully cocked position.

Continued..

) (Continued)

Sheet 2

(h) Withdraw the seár to operate the unit, checking the time delay as stated in AP.4268, Volume 5, Section 3, Chapter 2, Operation 4(1)3. or to A.I.L.3 to AP(N)1024.

(i) Repeat (e) to (g) above.

(j) Remove the cocking tool.

ated man hours - 1/4.

rd on the appropriate form that"S.I/Ejection Seat/7 has been sfied" and enter this routine in the supplementary servicing rd sheet of the servicing schedule.

268 is being amended and modification action is under consideration.

information has been issued by the Ministry of Supply as Servicing ruction/Ejection Seat/7.

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TECHNICAL NEWS SHEET

SERIES V No. 691 DATE 23.5.57.

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

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

INSTRUCTIONS FOR TESTING CABIN PRESSURISATION DURING ENGINE GROUND RUNS.

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

The following information has now been added to the existing instructions on pressure cabin testing for Vampire Trainer (D.H.115) aircraft and is published for your guidance and use.

Instructions for pressurising cabin during engine runs.

REQUIREMENTS.

(a) With the engine turning over at 8,000 r.p.m. maximum and t cabin air control handwheel to hot or cold it should be po to pressurise the cabin to 3.0 lb. p.s.i. in a maximum tim three minutes and to maintain that pressure indefinitely.

(b) To check the functioning of the hot and cold selector cont

Procedure.

(a) Blank off the Normalair outlet valve.

(b) Close and secure the canopy ensuring that the seal inflate

(c) Position the cockpit hot and cold control to "off".

(d) Start the engine and raise the revolutions to 4,000 r.p.m.

(e) When the revolutions are steady at 4,000 r.p.m., place the cockpit air control to hot or cold and check the time to build up to 3.0 lb. p.s.i., increasing the revolutions if necessary up to 5,000 r.p.m. maximum.

Continu

591 (Continued).

Sheet 2

rning:

Engine runs with hot or cold air selected must be limited to one minute maximum continuous, when the lever must be returned to "OFF" and the cold air unit allowed to cool completely before re-check.

QUIREMENTS.

With the engine at full r.p.m., the pressure must not exceed 1.0 lb. p.s.i.

ocedure

(a). The Normalair outlet valve is not to be blanked off.

(b) Close and secure the canopy.

(c) Position the cockpit hot and cold control to "OFF"

(d) Start the engine and as soon as the r.p.m. is steady at 3,000 r.p.m. approximately, place the cockpit air control to "Hot" or "Cold" and then raise the engine speed to maximum full r.p.m for one minute maximum and ensure that the pressure does not rise above 1.0 lb. p.s.i.

rning:

Engine runs with hot or cold air selected must be limited to one minute maximum continuous, when the lever must be returned to "OFF" and the cold air unit allowed to cool completely before re-check.

(e) To release the pressure, put the cabin air control to "OFF" and allow the cabin pressure to leak away.

TE: (a) With the cockpit canopy locked, the maximum gap all round the hatch is not to exceed .25" at the casting faces.

(b) The cold air unit must not be run for more than one minute on the ground.

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TECHNICAL NEWS SHEET

SERIES V NO 692 AIRCRAFT DATE 24.5.57.

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

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

MARTIN BAKER MARK 3B EJECTION SEATS
EXCESSIVE FRICTION IN BAROSTATIC TIME RELEASE UNIT

Vampire Marks 11 and 55.
Sea Vampire Mark 22.

Action on AP

The recent failure to function of a similar mechanism raises dou about the Barometric Time Release Units.

1. Within seven days of receipt of this Instruction and at interval not exceeding six months refer to AP.4288, Vol. 5, Section 6, Chapter Operation 1(1) 1 or AP.4288, Vol 4, Part 6, Naval Sections 1 and 3, Chapter 2, Operation 1(1)1 and proceed as follows:-

(a) Ensure that seat is rendered safe, in accordance with curre instruction.

(b) Operate time release unit by withdrawing sear.

(c) Insert sear and engage release plunger

(d) With cocking tool exercise primary plunger by moving the cocking tool up and down against the spring tension with tl intention of feeling for friction over the whole range of t gear train until the unit is fully cocked.

(e) When fully cocked, repeat exercising movement of cocking too to exercise gear, and ensure freedom to rotate in overrun from fully cocked position.

(f) Withdraw sear and check time delay as A.P.4288, Vol. 5, Section 6, Chapter 1, paragraph 5, Op. 1(1)1 or A.P.4288, Vol. 4, Part 6 (Naval) Sections 1 and 3, Chapter 5.

(g) Repeat operations (c) to (e) above.

Continued...

)2 (Continued)

Sheet 2

imated man hours: 1/4

)rd on the appropriate form as "S.I./Safety Equipment/8 satisfied", enter these operations in the Supplementary Servicing Record Sheet the servicing schedule.

4288 and A.P. 1275, Vol. 4, Part 6, Section 10, Chapter 7, Sheet 1A, 2, are being amended and modification a tion is under consideration.

information has been issued by the Ministry of Supply as Servicing ruction/Ejection Seat/8.

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TECHNICAL NEWS SHEET

SERIES V NO 693 DH AIRCRAFT DATE 27.5.57

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

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

SWITCH, MAGNETIC RELAY TYPE 9B, NO.2 (REF.5CW/5015) FRACTURE OF CONNECTOR STRAPS

All Vampires and Sea Vampires.

Cases have been experienced where the connector straps, betwee moving contacts and terminal block, and the coil connections and t block, have fractured. This appears to have been caused by faulty assembly in the first instance and is confined to relays marked wit and "H" over "34" in a circle.

Within twentyeight days of receipt of replacement relays the f procedure is recommended:-

(a) Reject all suspect relays (these can be identified by "C" and "H" over "34" in a circle (in red) stamped on the Rel Coil and contact cover) and fit a serviceable replacement

(b) Relays removed are to be returned to No. 61 M.U. (R.A.F. quoting this S.T.I. as the authority.

Items held as spares to be checked prior to Issue. Acceptabl are to be marked as described below.

Record on the appropriate forms and mark "S.T.I./Elect/126" on the cover using opaque yellow lacquer in two places.

N.B. Current and future issues will not be affected.

This information has been issued by the Ministry of Supply as Speci Technical Instruction/Electrical/126.

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Technical News Sheets V.689 to V.692 (inclusive)are applicable to Vampire Trainer Marks 11, 22 and 55 only.

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TECHNICAL NEWS SHEET

SERIES V NO 695 DE HAVILLAND AIRCRAFT DATE 11 6.57.

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

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

NOSEWHEEL FORK PIVOT BOLT: DRILLING OF GREASE HOLES.

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

It has been found that a number of nosewheel fork pivot part number 12-20.UN.55, (introduced by modification 3203), have issued without the radial grease holes being drilled.

At the next greasing operation it is recommended that tl be checked for serviceability by observing the flow of grease fron bearing surfaces. The appearance of grease at these points will that the radial holes have been drilled and render dismantling of assembly unnecessary.

Spares stocks should be checked before issue to ensure t the radial holes, four drilled right through the shank, have been during manufacture.

In the event of undrilled items being found, please advi

The Service Department,
The de Havilland Aircraft Co. Ltd.,
Christchurch,
Hampshire,
England.

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Technical News Sheet V.694 is applicable to Marks 5,9,20,21,50,52

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MEMORANDUM.

From: Tech Stats ~~Air Headquarters~~, R.R.A.F.	From: S.T.S.O.
To : S.E.S.O.	To : Air Headquarters, R.R.A.F.
Date: 31/7/57	Date: 2nd August 1954.
Ref : Tech News Sheet V695	Ref :

Sir.

1. See attached leaflet refers.
2. Bolts to Mod 3203 are not required to aircraft.
   Nil stocks but 5 due-in. Statham informs me they have been shipped.
3. Re return leaflet to this Office.

I have instructed depot to have consignment checked on receipt and report result.

S. J. Mann

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TECHNICAL NEWS SHEET

SERIES V No 695 Issue 2 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 1 dated 11.6.

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

NOSEWHEEL FORK PIVOT BOLT: DRILLING OF GREASE HOLES

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

It has been found that a number of nosewheel fork pivot bolts, part number 12-20.UN.55, (introduced by modification 3203), have been issued without the radial grease holes being drilled in the shank.

At the next greasing operation it is recommended that the bolt be checked for serviceability by observing the flow of grease from the bearing surfaces. The appearance of grease at these points will confirm that the radial holes have been drilled and render dismantling of the assembly unnecessary.

If no grease flows from the bearing surfaces the pivot bolt should be removed, the bearing surfaces in the assembly examined for damage and a serviceable bolt fitted.

Spares stocks should be checked before issue to ensure that the radial holes - four drilled right through the shank - have been included during manufacture.

In the event of undrilled items being found, please advise:

The Service Department,
The de Havilland Aircraft Co. Ltd.,
Christchurch,
Hampshire, ENGLAND.

This information has been issued by the Ministry of Supply as Special Technical Instruction/Vampire/165.

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Technical News Sheet V.694 was issued for Marks 5,9,20,21,50,52 and on

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

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

TECHNICAL NEWS SHEET

SERIES V No. 695 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 6.8.1957.

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 16. UNDERCARRIAGE.

NOSEWHEEL FORK PIVOT BOLT : DRILLING OF GREASE HOLES.

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

It has been found that a number of nosewheel fork pivot bolts, part number 12-20UN.55, (introduced by modification 3203), have been issued without the radial grease holes being drilled in the shank.

At the next greasing operation it is recommended that the bol be checked for serviceability by observing the flow of grease from the bearing surfaces. The appearance of grease at these points will confi that the radial holes have been drilled and render dismantling of the assembly unnecessary. NOTE: All aircraft should be checked as bolts t modification 3203 may have been fitted during routine servicing, in which case, the modification number may not have been entered in the aircraft records.

If no grease flows from the bearing surfaces the pivot bolt should be removed, the bearing surfaces in the assembly examined for damage and a serviceable bolt fitted.

Spares stocks should be checked before issue to ensure that t radial holes - four drilled right through the shank - have been includ during manufacture.

In the event of undrilled items being found, please advise:

The Service Department,
The de Havilland Aircraft Co.Ltd.,
Christchurch,
Hampshire, ENGLAND.

This information has been issued by the Ministry of Supply as Special Technical Instruction/Vampire/165, as amended by 165A.

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TECHNICAL NEWS SHEET

SERIES V No 696 DATE 26.6.57

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 20, TRIAL INSTALLATION AND MODIFICATION.

AIRFRAME MODIFICATION STANDARD VAMPIRE 55/YF/1

Vampire Trainer Mark 55.

The following is a list of those modifications embodied in Modification Standard List Vampire 55/YF/1, which is sometimes qu in the documents showing the modification state of individual air and is published here for information and reference.

50	139	246	295	363	415	545	656	720	805	876	934	308
72	142	251	297	364	425	589	657	722	806	880	936	96
77	146	253	299	369	426	591	658	728	809	882	947	313
86	154	254	307	383	429	606	664	737	810	884	950	
90	158	259	310	389	442	607	666	739	812	899	960	
100	177	265	312	390	492	612	669	764	815	900	964	
108	183	267	314	391	493	614	676	766	816	903	980	
112	205	270	317	397	498	615	682	767	818	910	983	
113	206	272	319	398	500	622	688	769	840	921	989	
114	220	273	339	402	520	625	692	785	842	923	990	
118	222	275	356	407	529	626	694	786	844	926	997	
124	228	276	359	411	542	652	696	787	846	928	3013	
138	239	277	361	413	543	654	698	791	871	930	3054	

PP/6 PP/20 PP/24 PP/25 PP/27

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TECHNICAL NEWS SHEET

SERIES V NO 697 DATE 26.6.57.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 20, TRIAL INSTALLATION AND MODIFICATION.

Airframe Modification Standard Vampire 55/YF/2

Vampire Trainer Mark 55.

The following is a list of those modifications embodied in Modification Standard List Vampire 55/YF/2, which is sometimes q in the documents showing the modification state of individual ai and is published here for information and reference.

50	246	363	543	698	871	3013	3200
72	251	364	545	720	876	3032	3201
77	253	369	589	722	880	3034	3208
86	254	383	591	728	882	3053	3210
90	259	384	604	737	884	3054	3214
100	265	389	607	739	899	3059	3218
108	267	390	612	764	900	3075	3221
112	270	391	614	766	903	3082	3224
113	272	397	615	767	910	3085	3225
114	273	398	622	769	921	3088	3232
118	275	402	625	785	923	3089	3253
124	276	407	626	786	926	3095	
138	277	411	652	787	928	3107	
139	295	413	654	791	930	3116	
142	297	415	656	805	934	3132	
146	299	425	657	806	936	3134	
154	307	426	658	809	947	3135	
158	310	429	664	810	950	3139	
177	312	442	666	812	960	3149	
183	314	492	669	815	964	3152	
205	317	493	676	816	967	3165	
206	319	498	682	818	980	3173	
220	339	500	688	840	983	3174	
222	356	520	692	842	989	3184	
228	359	529	694	844	990	3193	
239	361	542	696	846	997	3198	

P.P.6, 20, 24, 25, 27.

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TECHNICAL NEWS SHEET

SERIES V No 698 DATE 26.6.57

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

VAMPIRE AIRFRAME. GENERAL CIRCULATION.
SUB HEADING 2C, TRIAL INSTALLATION AND MODIFICATION.

Airframe Modification Standard
Vampire 55/YF/3

Vampire Trainer Mark 55.

The following is a list of those modifications embodied in Modification Standard List Vampire 55/YF/3, which is sometimes qu in the documents showing the modification state of individual air and is published here for information and reference.

50	205	297	397	591	688	809	926	3054	3163	321
72	206	299	398	604	692	810	928	3059	3164	322
77	220	307	402	607	694	812	930	3075	3165	322
86	222	310	411	612	696	815	934	3082	3169	322
90	228	312	413	614	698	816	936	3085	3173	322
100	239	314	415	615	720	818	947	3088	3174	323
108	246	317	425	622	722	840	950	3089	3177	323
112	251	319	426	625	728	842	960	3107	3178	323
113	253	339	429	626	737	844	964	3116	3183	324
114	254	356	442	652	739	846	967	3126	3184	324
118	259	359	492	654	764	871	980	3132	3186	325
124	265	361	493	656	766	880	983	3134	3193	
138	267	363	498	657	767	882	990	3135	3198	
139	270	364	500	658	769	884	996	3138	3200	
142	272	369	520	662	785	899	997	3139	3201	
146	273	383	529	664	786	900	3013	3141	3208	
154	275	384	542	666	787	903	3032	3149	3209	
158	276	389	543	669	791	910	3034	3152	3210	
177	277	390	545	676	805	921	3045	3153	3214	
183	295	391	589	682	806	923	3053	3161	3215	

PP. 6, PP. 20, PP. 24, PP. 25 PP 27.

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DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 699 DATE 26.6.657

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, TRIAL INSTALLATION AND MODIFICATION.

Airframe Modification Standard Vampire 55/YF/4.

Vampire Trainer Mark 55.

The following is a list of those modifications embodied in Modification Standard List Vampire 55/YF/4, which is sometimes quot in the documents showing the modification state of individual aircr and is published here for information and reference.

50	206	307	402	612	720	840	964	3089	3173	3218
72	220	310	411	614	722	842	967	3095	3174	3220
77	222	312	413	615	728	844	978	3107	3175	3221
86	228	314	415	622	737	846	980	3110	3177	3222
90	239	317	425	625	739	871	983	3116	3178	3225
100	246	319	426	626	764	872	990	3132	3183	3232
108	251	339	429	652	766	880	996	3134	3184	3234
112	253	356	442	654	767	882	997	3135	3186	3235
113	254	359	492	656	769	884	3013	3138	3192	3236
114	259	361	493	657	785	899	3032	3141	3193	3240
118	265	363	498	658	786	903	3034	3147	3198	3247
124	267	364	500	662	787	910	3038	3149	3200	3248
138	270	369	520	664	791	921	3045	3151	3201	3249
139	272	383	529	666	805	923	3053	3152	3204	3251
142	273	384	542	669	806	926	3054	3153	3208	3253
146	275	385	543	676	809	930	3059	3159	3209	3256
154	276	389	545	682	810	934	3065	3161	3210	3259
158	277	390	589	688	812	936	3075	3163	3214	3263
177	295	391	591	694	815	947	3082	3164	3215	3275
183	297	397	604	696	816	950	3085	3165	3216	3289
205	299	398	607	698	818	960	3088	3167A	3217	

PP.6, 20, 24, 25, 27.

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TECHNICAL NEWS SHEET

SERIES V No 700 DATE 26.6.57.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 20, TRIAL INSTALLATION AND MODIFICATION.

AIRFRAME MODIFICATION STANDARD VAMPIRE 55/YF/5.

Vampire Trainer Mark 55.

The following is a list of the modifications embodied in Modification Standard List Vampire 55/YF/5, which is sometimes qu in the documents showing the modification state of individual air and is published here for information and reference.

50	206	307	402	612	720	840	967	3107	3175	32
72	220	310	411	614	722	842	978	3110	3176	32
77	222	312	413	615	728	844	980	3116	3178	323
86	228	314	415	622	737	846	983	3132	3183	32
90	239	317	425	625	739	871	996	3134	3184	323
100	246	319	426	626	764	872	997	3135	3192	324
108	251	339	429	652	766	880	3013	3138	3198	324
112	253	356	442	654	767	882	3032	3140	3200	324
113	254	359	492	656	769	884	3034	3141	3201	324
114	259	361	493	657	785	899	3045	3147	3208	325
118	265	363	498	658	786	910	3053	3149	3209	325
124	267	364	500	662	787	921	3054	3151	3210	325
138	270	369	520	664	791	923	3059	3152	3214	325
139	272	383	529	666	805	926	3065	3153	3215	325
142	273	384	542	669	806	930	3068	3159	3216	326
146	275	385	543	676	809	934	3075	3161	3217	326
154	276	389	545	682	810	936	3082	3163	3218	326
158	277	390	589	688	812	947	3085	3165	3220	326
177	295	391	591	694	815	950	3088	3167B	3221	326
183	297	397	604	696	816	960	3089	3173	3222	327
205	299	398	607	698	818	964	3095	3174	3225	327

P.P. 6, 20, 24, 25, 27.

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TECHNICAL NEWS SHEET

SERIES V No 701 Issue 1 DATE 1.8.57.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 13, RADIO.

NA

REBECCA MARK 8 (A.R.I.23013) INSTALLATION: WIRING ERROR IN JUNCTION BOX.

Vampire Trainer Mark 11 with Modification 3470 embodied, and Vampire Mark 52 with Modification 3542 embodied.

A wiring error may exist in Junction Boxes 8196 (Ref.10D/19595) bearing the following serial numbers:-

2538, 2561-2565, 2567, 2568, 2570-2580, 2690. 2692-2694, 2696-2700, 2762, 2771-2773, 2823, 2824, 2826, 2829, 2831-2833, 2835,(inclusive) in use, held as spare or in Store.

The Junction Boxes above have the unused contacts of Relay 'RLC' wired to the junction of R1 C1. This error has no effect on a normal serviceable Junction Box but should a certain fault occur in Relay 'RLC' this error would have serious effects.

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

(a) Check whether the Green wire from Relay 'RLC' is connected to tag 7 or 8 (see Drawing Z.14475R, Sheet 1 attached).

(b) Should this be found, the green wire is to be removed from this tag and connected to tag 4 (see drawing).

Estimated man hours - ½.

Record on appropriate forms and mark the Junction Box with the words "S.T.I./Radio (Airborne)/95 incorporated".

This information has been issued by the Ministry of Supply as Special Technical Instruction/Radio(airborne)/95."

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Technical News Sheets V.696 to 700 (inclusive) were issued for the Vampire Trainer Mark 55 only.

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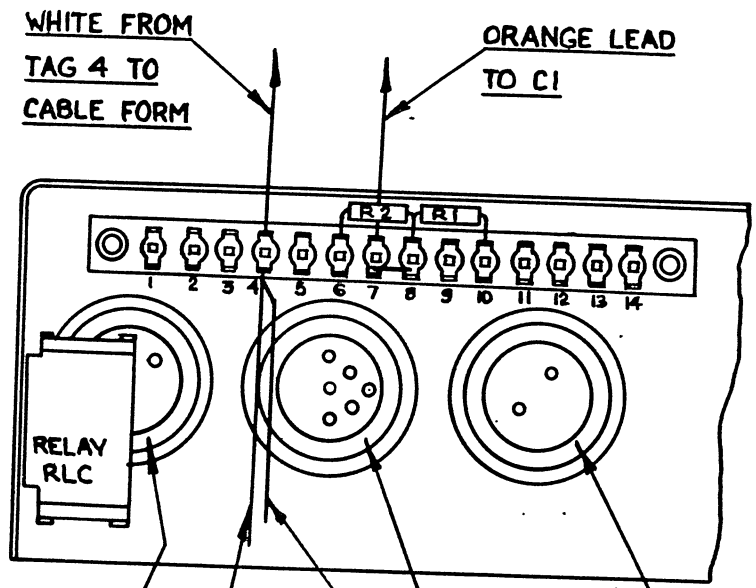

STI/RADIO (AIRBORNE)/95

SHEET 1 714475 B

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V No 702 Issue 1 DATE 2.8.57.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 10 MISCELLANEOUS EQUIPMENT

AM 571

DINGHY FABRIC DAMAGED BY INFLATION CYLINDER

All Vampires and Sea Vampires may have this equipment installed.

This information applies to Type "K", Mark 2, dinghies (Ref.270/1927) fitted with $C.O._2$ cylinders, type "9K" (Ref. 6D/535), in use or held as spare or in store, and all spare cylinders of the above type.

A case has occurred in Service where either the end of the safety pin attached to the retaining ring or the sharp edges of the locking ring clamp boss had cut into the dinghy fabric during use whe packed. Air publication 1182C Vol. 1, Section 4, Chapter 6 Figure refers.

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

(a) Remove the $C.O._2$ cylinder and operating head from the dinghy.

(b) Lift the retaining ring and withdraw the safety pin.

(c) Shorten the length of the safety pin to $1\frac{5}{8}$". Round off the end with a file.

(d) Replace the safety pin and retaining ring on the operating head.

(e) Refer to the sketch attached (Z.14389.R) and cut a rectangular piece of proofed pressed wool felt, $\frac{1}{4}$ inc thick (Ref. 32B/950) to the dimensions given.

(f) Wrap the felt round the body of the operating head allowing the union nut and safety plug to protrude thr the holes provided.

N.B. DO NOT wrap the safety pin anchor cord inside the felt.

Continued...

Continued)

Sheet 2

(g) Secure the felt in position with ½ inch self adhesive white tape,(Ref. 32B/703).

(h) Renew the safety thread (15A/181) by pasing it through the eye of the retaining ring, around the body, and underneath the union nut. Tie off with a reef knot.

ted man hours - ½.

l on the appropriate form as "S.T.I./Safety Equipment/23 embodied."

information has been issued by the Ministry of Supply as Special ical Instruction/Safety Equipment/23.

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ical News Sheet V.701 was issued for Vampire Marks 11 and 52

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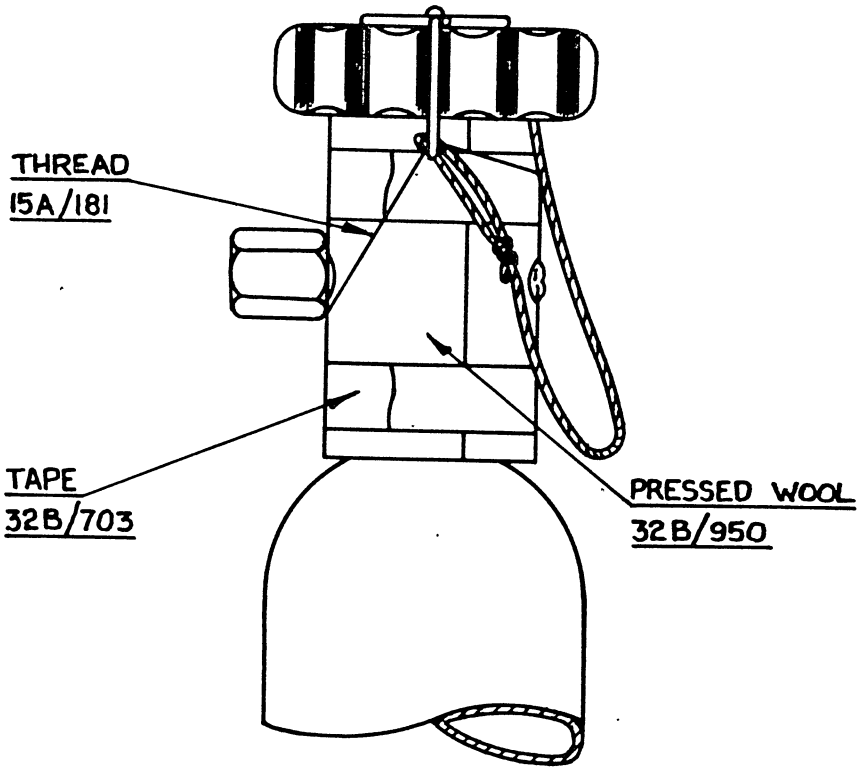
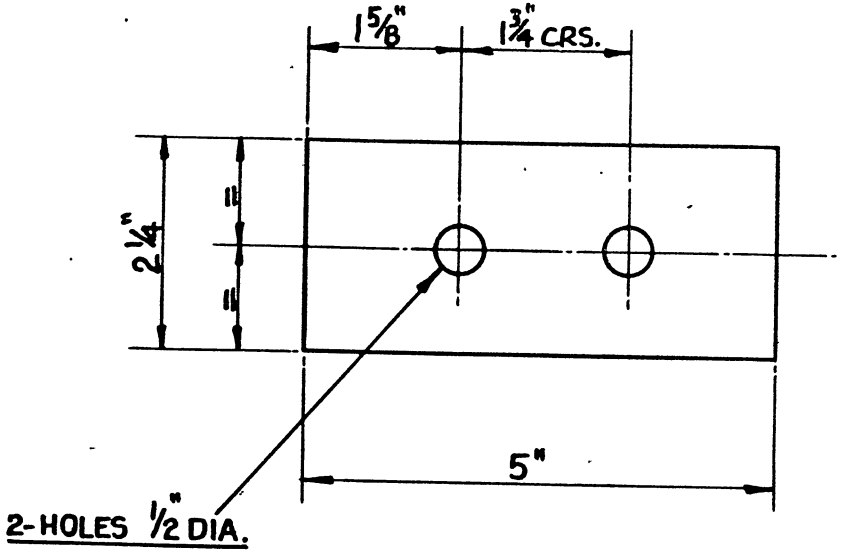


Z.14389.R.



PROTECTIVE WRAPPING
TYPE 'K' OPERATING HEAD.

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 703 Issue 1 DATE 31.7.57.

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

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

LIFE JACKET LAMP (REF:5A/3739): DIFFICULTY IN REMOVING LAMP CORD FROM BATTERY CASE.

Personal issue to aircrew of all Vampire and Sea Vampire aircraft.

Cases have occurred where greater tension than could be exerted by a survivor in the water had to be applied to the washer, cord and tape assembly before it would release from the battery case.

Within twentyeight days of receipt of this Instruction the following procedure is recommended for all lamps in use or held in store:-

(a) Remove the lamp housing from the polythene battery case.

(b) Using silicone grease, Stores Ref. 34B/237, apply a smear t the underside of the compressed neoprene washer and the lar housing which bears on the inside of the polythene battery case. Replace lamp housing assembly.

Estimated manhours: $\frac{1}{4}$

Record on the appropriate form and mark all inspected items "STI ELECT/132" on the side, using lacquer, opaque yellow, Stores Ref. 33F 809.

This information has been issued by the Ministry of Supply as Special Technical Instruction/Electrical/132 (corrected).

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TECHNICAL NEWS SHEET

SERIES V No 704 Issue 1 DATE 1.8.57.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 13. RADIO.

MARCONI ADF RECEIVER 7092A and D (A.R.I.23004): FOULING OF CHOKE.

Vampire Trainer Mark 55 with Modifications 3383 or 3410 embodied.

It has been found that when anti-vibration mountings (10AJ/1004) are replaced at the rear of the Rotary Transformer Mounting plates, there is a possibility of the stem of the mounting fouling the choke (circuit Ref.CH3) which is situated on the underside and at the rear the Rotary Transformer platform.

In order to remedy this, after fitting new mountings, units shou ensure that the stems of the mountings are filed flush with the top face of the securing nut.

This information has been issued by the Ministry of Supply as Special Technical Notice/Radio (Airborne)/41.

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TECHNICAL NEWS SHEET

SERIES V NO 705 Issue 1 DH AIRCRAFT 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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 13, RADIO.

PERFORMANCE TESTER 102A (USED WITH REBECCA MARKS 4, 7 AND 8): RE-REFERENCING OF ROTARY TRANSFORMER.

Vampire Marks 5, 9, 10, 11 and 52 fitted with Rebecca Marks 4, 7 or 8 (Vampire Modifications 3142, 3244, 3334, 3470 and 3542 introduce t equipment).

Rotary Transformer Type XC 306 (Ref. 5UB/5409) was originally produced with "High Altitude" brushes. It became necessary, when using this item on Performance Tester 102A (Ref.10S/16587), to introduce"Ground Grade" brushes into the DC input end of the Transfo This resulted in a change to the type and reference number.

All holders of Performance Tester 102A should, therefore, delet the reference number XC306, (Ref. 5UB/5409) and mark indelibly on th body (not on the end covers) of the Rotary Transformer:- "Rotary Transformer Type 129, (Ref No. 5UB/6417)".

Where spares of Rotary Transformers Type XC306 are held, intend for Tester Performance 102A, the brushes should be examined and identified with the following:-

L.T. (DC input)	C.M.5. H.A.M.
HT	IM6
AC (Slip ring)	K.C. E.G.O.

The above references are marked on the brushes, and Rotary Transformers Type XC306 fitted with these grades of brushes become Ro Transformer Type 129, Ref No. 5UB/6417. The type and reference num of the Rotary Transformer should be changed as in the paragraph above

This information has been issued by the Ministry of Supply as Special Technical Notice/Radio (Airborne)/42.

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Technical NewsSheet V.704 was issued for the Vampire Trainer Mark 55

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HATFIELD HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES V NO 705 Issue 2 DATE 22.8.57.

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 6

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 13, RADIO.

PERFORMANCE TESTER 102A (USED WITH REBECCA MARKS 4, 7 and 8)
RE-REFERENCING OF ROTARY TRANSFORMER.

Vampire Marks 5, 9, 10, 11 and 52 fitted with Rebecca Marks 4, 7 (Vampire Modifications 3142, 3244, 3334, 3470 and 3542 introduce equipment).

Rotary Transformer Type XC306 (Ref 5UB/5901) was originally produced with "High Altitude" brushes. It became necessary, when using this item on Performance Tester 102A, (Ref. 10S/16587), to introduce "Ground Grade" brushes into the DC input end of the Transformer. This resulted in a change to the type and reference number.

All holders of Performance Tester 102A should, therefore delete the reference number XC306, (Ref. 5UB/5901) and mark indelibly on body (not on the end covers) of the Rotary Transformer:- "Rotary Transformer Type 129, (Ref. No. 5UB/6417)".

Where spares of Rotary Transformers Type XC306 are held, intended for Performance Tester 102A, the brushes should be examined and identified with the following:-

L.T. (DC input)	C.M.5	H.A.M.
HT	IM6	
AC (Slip ring)	K.C.	E.G.O.

The above references are marked on the brushes, and Rotary Transformers Type XC306 fitted with these grades of brushes become Rotary Transformer Type 129, Ref. No. 5UB/6417. The type and reference number of the Rotary Transformer should be changed as in the paragraph above.

This information has been issued by the Ministry of Supply as Special Technical Notice/Radio (Airborne)/42 (Corrected 13.8.57).

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Technical News Sheet V.704 was issued for the Vampire Trainer Mk. 55

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

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TECHNICAL NEWS SHEET

SERIES V NO 706 Issue 1 DATE 6.8.57.

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION.
SUB HEADING 13, RADIO.
23, INSTRUMENTS.

NK

I.L.S. INSTALLATION: FAILURE OF ANTI-VIBRATION MOUNTINGS FOR R.1964 and R.1965.

Vampire Trainer Mark 55 fitted with I.L.S. (A.R.I.18011) and receivers R.1964 and 1965 (Ref.10D/17818 and 17819). (Vampire Modification 3570 introduces this equipment).

The Royal Air Force have found that when Rotary Transformers, 264 (Part of Power Unit 797) are returned for repair, damage is occ to the anti-vibration mountings during transit. This is caused by wooden chocks, which are inserted as "steady" blocks to prevent exc movement of the mass of the Rotary Transformer, keeping the mountin in tension and causing them to fracture.

In order to remedy this defect, Units should carry out the foll instruction when returning these items for repair:-

(a) Chocks are to be reduced in height so that the mountings held in a neutral unstressed position.

(b) The chocks and base of the rotary transformer are to be lashed down to the mounting chassis, through the existing large hole and over the withdrawing buttons.

(c) An additional lashing is to be passed over the yoke of th rotary transformer and drawn through an existing small hol and over one button.

This action will prevent any damage to the Rotary Transformers to failure of mountings in future. In the meantime arrangements are hand to have these mountings changed for a more reliable type.

This information has been issued by the Ministry of Supply as Specia Technical Notice/Radio(Airborne)/40.

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

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TECHNICAL NEWS SHEET

SERIES V NO 707 Issue 1 DATE 27.8.57.

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

VAMPIRE AIRFRAME, GENERAL/CIRCULATION.
SUB HEADING 16, UNDERCARRIAGE.

MAIN UNDERCARRIAGE DOOR LOCK PLUNGERS: FAILURE TO WITHDRAW.

Vampires Marks 5, 6, 9, 10, 11, 50, 52, 52A, 54, 55, 55A, Sea Vampire Mark 22, and spare mainplanes with Modification 3437 (1) embodied.

NOTE: This information applies to the above aircraft and spare mainplanes recorded as embodying "Vampire Modification 3437". Where the recording reads "Vampire Modification 3437 Issue 2" this information does not apply.

A Vampire aircraft, incorporating Mod. 3437 (which introduces improved undercarriage door lock cable assemblies), made a wheels up landing recently. This was caused by the prevention of the door lock plunger (in the undercarriage locked up condition), from withdrawing owing to the inboard end of the plunger fouling the plunger barrel guide anchor nut plate which is assembled inside the wing. This resulted in the subsequent fracturing of the teleflex cable.

Note: This Instruction refers only to the rear door lock assemblies

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

(a) Jack up the aircraft.

(b) Release all hydraulic pressure.

(c) Remove the rear wheel well wall inboard access panel.

(d) Remove the lower radius rod eye-bolt and raise the radius outboard until it contacts Rib 3. (The radius rod in this position ensures that the door lock plungers are withdrawn inboard to their maximum amount, and so eases the removal re-assembly of the barrel guide).

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ntinued)

Mark with a vertical pencil line, on the wheel well wall, the inboard end of the barrel guide - see Drawing R.00.G.54 attached.

Remove the barrel guide, taking care not to bend the brass slide tube over which the plunger slides.

Locate the cable clamp block assembly situated inside the wing, then remove the bolts which secure the cable clamp block. On some aircraft the clamp block is integral with its adaptor plate, and on others it will be observed that the two clamp block attachment bolts pass through the lower wing skin, therefore, it is only necessary to remove these two attachment bolts in order to release the clamp block.

After releasing the clamp block from its attachment gently push the cable aft, which will withdraw the door lock plunger from the aerofoil shaped cut-away in the wheel well wall.

Note: If care is exercised the adjustment of the door lock plungers in relation to their clamp block need not be disturbed.

i) Refer to Drawing R.00.G.54 and using the pencil line (See (e) above) as a datum line, file the inboard end of the aerofoil shaped cut-away (which passes through the wheel well wall) to the dimensions detailed on the drawing, and then chamfer back the anchor nut plate parallel to the travel of the door lock plunger.

j) Re-assemble the clamp block assembly, leaving all the attachment bolts loose at this stage.

k) With the radius rod still hard against Rib 3, re-assemble the barrel guide, taking great care not to bend the brass slide tube over which the plunger slides.

l) Tighten all clamp block securing bolts.

m) Re-fit the lower radius rod attachment bolt and split pin nut.

(n) Disconnect the "D" shaped undercarriage doors

Continued.....

(o) Retract the undercarriage fully and che
the front and rear door lock plungers p
0.35 inches when the undercarriage is i
locked up condition. Check tighten the
adjusting lock nuts situated on either s
the clamp block.

(p) Lower the undercarriage and re-connect t
doors.

(q) Refit the wheel well wall access panel.

Estimated man hours per aircraft - 4.

Items held as spare or in Store are to be rectified as a
to Issue or Installation, as applicable.

Record on the appropriate form as "S.T.I/Vampire/166 embodied"

Modification 3437, Issue 2, where embodied, will render compli
with this instruction unnecessary.

This information has been issued by the Ministry of Supply as S
Technical Instruction/Vampire/166.

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Technical News Sheet V.704 was issued for the Vampire Mark 55 or
Technical News Sheet V.705 was issued for Vampire Marks 5, 9, 10
and 52 on
Technical News Sheet V.706 was issued for the Vampire Mark 55 on

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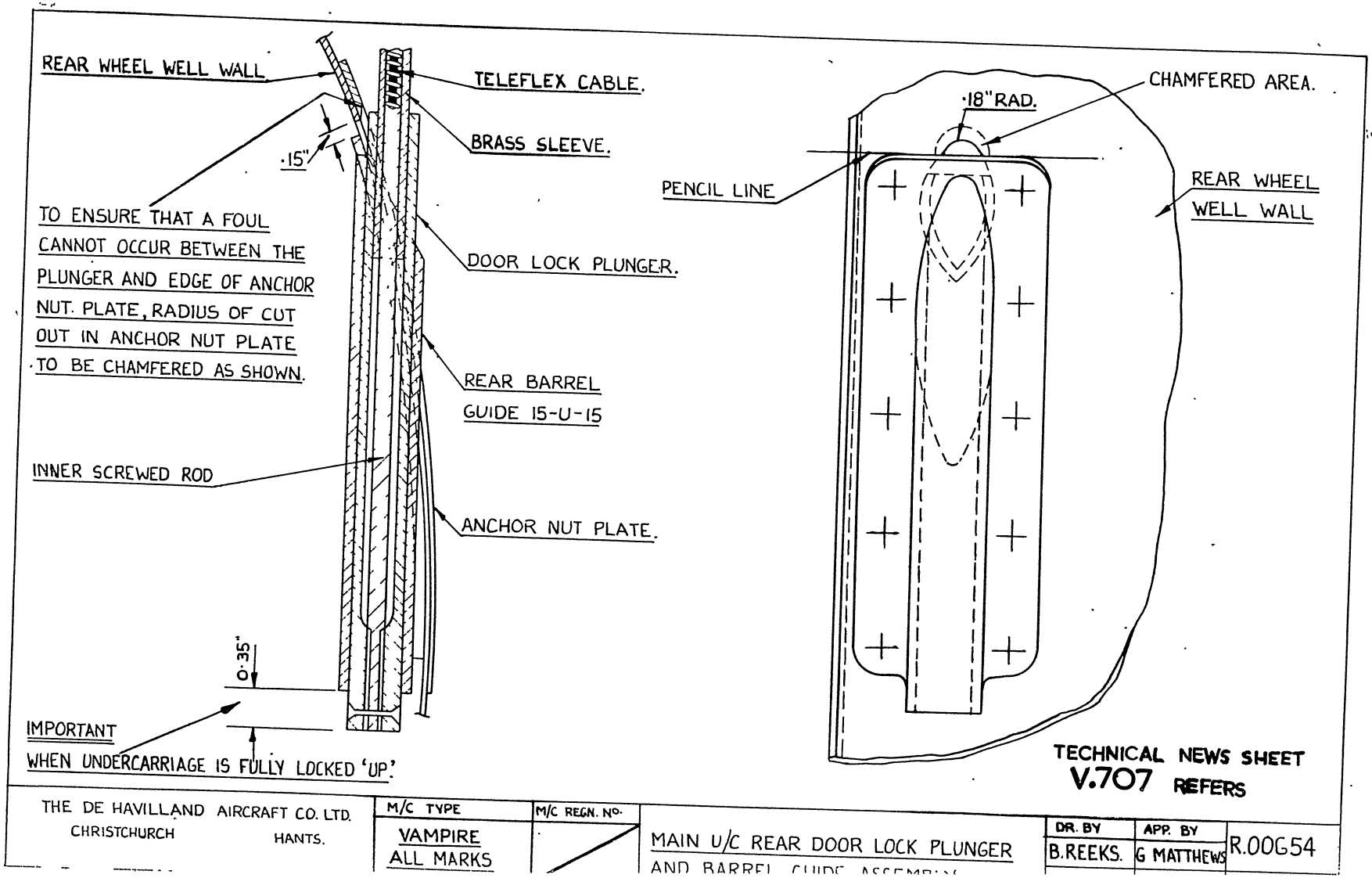

DE HAVILLAND SERVICE
AIRSPEED DIVISION
CHRISTCHURCH HAMPSHIRE ENGLAND
TELEPHONE CHRISTCHURCH 1600
TELEGRAMS HAVILLAND TELEX CHRISTCHURCH

TECHNICAL NEWS SHEET

SERIES V No. 708 Issue 1 DATE 3.9.57.

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

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

HIGH SPEED FLIGHT SAFETY.

Vampire Marks 5, 6, 9, 50, 52 and 52A.

Accidents have occurred in this country on Vampire 5 aircra through pilots failing to recover from dives starting from heights of between 10,000 and 20,000 feet.

The pilot's flight manual states that a nose-down trim chan may occur at high indicated speeds at low altitude. Experience show that with old aircraft this condition can obtain at lower indicated a speeds than the original.

We strongly advise all operators to adopt the following lim and at the same time to instruct pilots to avoid manoeuvres which migl lead to dangerously high speeds.

Above 15,000 ft - .78M. is not to be exceeded
Below 15,000 ft - .76M or 435 knots, whichever is reached first, is not to be exceeded.
Dives at angles in excess of 45° to be avoided.

As a result of recent investigations which are still proceed we have found that the following are amongst the most likely causes of premature trim changes.

(a) Elevator skin slackness may allow distortion of the elevator at high speed possibly leading to a premature nose-down trim change. Modification 3587 has been introduced to stiffen the elevator; though this may not bring about an improvement in every case it is believed to contribute to greater consistency of longitudinal control and to reduce both the degree and the rate of trim change.

Continued.....

Sheet 2

(b) Deterioration of the tail unit paint finish, dents, badly executed repairs or other damage, particularly on the tailplane leading edge and on the "bullet" fairings may affect handling characteristics.

(c) Undue slackness of the elevator control bungee should be avoided; compliance with our Technical News Sheet No. V.653 of the 16th July, 1956, is strongly recommended.

(d) Badly fitting engine cowlings should be rectified.

Operators wishing to obtain particulars of Vampire Modification 3587 or seeking further advice should communicate with the Service Department, The de Havilland Aircraft Co. Ltd., Christchurch Aerodrome, Hampshire, England: they are requested to notify us of any abnormal handling characteristics at high speed.

The Vampire Night Fighter and Trainer are not affected in any way by this information.

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CT HOBBS → Write up & issue local STI covering this info – for action by Equip Depot before issue of stock. No Unit action.

G.P. & S. 5648—1,500-50P.—23-8-56.

MEMORANDUM

From Tech Stats

To SESO

10.V.13 2.965

Date 4/10/57

DH Vampire TNS No V709 (issue 1) – Canopy Hatch Jettison Jack

1. The attached news sheet V709 refers.
2. Stocks of jacks held by Equip. Depot are to be standard.
3. Form 6 action will be required to modify & re-part number existing stock.
4. Pse return leaflet to this office

Qty 11. Qty 2 issued 2/8/57 to Van p5

[signature] WO.

DE HAVILLAND SERVICE

HATFIELD HERTFORDSHIRE ENGLAND

TELEPHONE HATFIELD 2345
TELEGRAMS HAVILLAND TELEX HATFIELD

TECHNICAL NEWS SHEET

SERIES V NO 709 Issue 1 DATE 9.9.57.

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

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

CANOPY HATCH JETTISON JACK: CLAMP BOLT GROOVE INCORRECTLY POSITIONED.

Vampire Marks 10, 11, 54, 55 and 55A.
Sea Vampire Mark 22.

It has been found that a replacement hatch jettison jac received from Stores, could not be fitted to an aircraft, the groo for the clamp bolt at the ram end of the jack body being 180 degr of position relative to the hydraulic pipe adaptor.

AM 13
27M 636

It is recommended that stocks of hatch jettison jacks, p number A.I.R.41754, held as spares should be checked for this cond Those to Issue 4, (A.I.R.41754/4), are not affected, but jacks of earlier issues should have an additional groove cut at 180 degrees existing one.

The centre of the groove should be 1.2 inches from the c end (not 1.1 inch, as for the existing groove, because this permit movement between the jack and the steady bracket and requires the of packing between the two parts).

Jacks to Issue 4 have the cylinder head turned through 1 degrees and also the dimension between the groove centre and the c end has been increased from 1.1 inch to 1.2 inch.

After the jacks have had the additional groove cut their numbers should be altered to read "A.I.R.41754/4", and the groove anti-corrosive treatment.

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Technical News Sheet V.703 was issued for Vampire marks 6,50,52 an

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TECHNICAL NEWS SHEET

SERIES V No. 710 Issue 1 DATE 7.10.57

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 11, ELECTRICAL INSTALLATION

ELECTRICAL GENERATORS, TYPE 02 : CABLE ENTRY BLANKING PLUGS LOOSE

Vampire Marks 10, 11, 54, 55 and 55A
Sea Vampire Mark 22

This information applies to engine driven generators, type 02 (Reference 5 UA/3619 and 3620), in use, held as spare or in store.

Defects have been reported in which the blanking plugs for the unused cable entry in the terminal box of Type 02 Generators have fallen out or been found loose. A loose blanking plug could fall into the terminal box and short circuit the generator. This defect has been attributed to the continued use of worn plugs and may exist on generators as received from Repair Contractors as well as those in use.

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

Remove terminal box from generator and check that the blanking plug is firmly fixed in the unused cable entry hole. Where the plug is found to be loose renew the plug. Where looseness is still apparent a new terminal box and blanking plug is to be fitted. Demands for replacement plugs or terminal boxes are to be raised through Air Ministry E.26a quoting this Instruction as authority.

Estimated Manhours: To inspect and rectify ½ hr. - for spare generators
1 hr. - for installed generators

Generators held as spare or store are to be checked prior to issue.

continued .....

Record on appropriate forms and mark "S.T.I./Elect/134" on blanking plug and terminal box using lacquer opaque yellow.

Form 1022 action is required for defects found in the R.A.F.

Note

Since a number of small firms have repaired these generators it is particularly important that all manufacturer's and A.I.D. markings are accurately recorded on Forms 1022.

This information has been issued by the Ministry of Supply as Special Technical Instruction/Electrical/134.

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TECHNICAL NEWS SHEET

SERIES V No 711 Issue 1 DATE 31.10.57

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

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING - 8 GENERAL
15 TAIL UNIT ASSEMBLY

HIGH SPEED FLIGHT SAFETY

Vampire Marks 5, 6, 9, 50, 52 and 52A

The following information is additional to that given on Technical News Sheet V.708 issue 1, dated 3.9.57.

Modification Vampire 3587 has been found to be satisfactory if fitted to elevators in good condition, when it improves high speed handling characteristics in most cases. When, however, panting has already stretched the skin to a marked extent, the improvement gained may be limited and the arrest of further deterioration not always assured.

The cost of embodying this modification has worked out in some cases to more than half of the purchase price of a new elevator, though offering a disproportionately lower expectation of life.

It is considered, therefore, that both from the engineering and economic standpoints modification 3587 should not be embodied and it has been decided to offer in its place modification Vampire 3588, which introduces a replacement elevator with the rigidity of that fitted to the Vampire Trainer and built to the current standard of contour control.

Details of price and delivery will be available shortly.

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Technical News Sheet V.710 was issued for Marks 10, 11, 22, 54 and 55A only.

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N/A to RRAF a/c
A.M. ST1/Vamp/167
refers

TECHNICAL NEWS SHEET

SERIES V No. 712 Issue 1 DATE 15.11.57

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 4, CONTROLS FLYING

ELEVATOR BIAS WEIGHT ARM : FRACTURE

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

Cases have been reported of fracture of the tube, Part No.K00.943ND, which supports the elevator bias weight in the cockpit. This is a part of the assembly K00.925A and may be identified in the Schedule of Spare Parts).

In all instances the material properties of the heat treated steel tube, Spec. T.45, had been impaired by heat during the filling by weld of incorrectly drilled attachment bolt holes.

As soon as possible, and within 3 months of the receipt of this Instruction the following procedure is recommended :-

(a) Dismantle the bias weight and support tube assembly, Part No.K00.925A, from the attachment bracket, part No. K00 919A, on the control column torque shaft, by removal of the 2 B.A. attachment bolts. (Attached drawing ROOK.11 refers).

(b) Inspect the attachment bolt holes and where found to be oversize, of irregular shape, or showing signs of weld, the support tube is to be considered unserviceable.

Contd....

NOTES

(1) To check for signs of weld, remove all traces of anti-corrosive treatment from the area of the holes and polish the metal with smooth emery cloth. Using a cotton wool swab, apply an etching solution composed of 5% nitric acid, (Ref. 33C/839), and methylated spirit, (Ref. 34D/312), to the polished metal for approximately one minute. Thoroughly wash with water to remove the solution.

Tubes which have been incorrectly drilled, and repaired by welding, will now show the heat pattern and weld metal in the form of a lighter colour distinct from the remainder of the tube.

(2) To prevent possible combustion during the mixing of the etching solution, nitric acid must be added to the methylated spirit.

Distilled water may be used in lieu of methylated spirit.

(c) Apply anti-corrosive treatment and re-assemble the bias weight assemblies which are found to be serviceable.

(d) Repair unserviceable support tubes to drawing ROOK.11.

(e) Refit items removed.

Estimated man-hours: Checking: 1½
Rectification: 6

Record on the appropriate forms as S.T.I./VAMPIRE/167 satisfied.

Contd....

This information has been issued by the Ministry of Supply as Special Technical Instruction/Vampire/167 and was made applicable to Vampire Marks 5 and 9 of certain serial numbers only. As there is a possibility that some of these assemblies may have been interchanged with aircraft outside the specified series, and that no record exists of the aircraft to which spare assemblies may have been fitted, it is consudered advisable that all aircraft using this assembly should be checked.

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Technical News Sheet V.704 was issued for the Mark 55 only.
Technical News Sheet V.705 was issued for Marks 5,9,10,11 and 52 only.
Technical News Sheet V.706 was issued for the Mark 55 only.
Technical News Sheet V.707 was issued for Marks 5,6,9,10,11,22, 50,52,52A, 54,55 and 55A only.
Technical News Sheet V.708 was issued for Marks 5,6,9,50,52 and 52A only.
Technical News Sheet V.709 was issued for Marks 10,11,22,54,55 and 55A only.
Technical News Sheet V.710 was issued for Marks 10,11,22,54,55 and 55A only.
Technical News Sheet V.711 was issued for Marks 5,6,9,50,52 and 52A.

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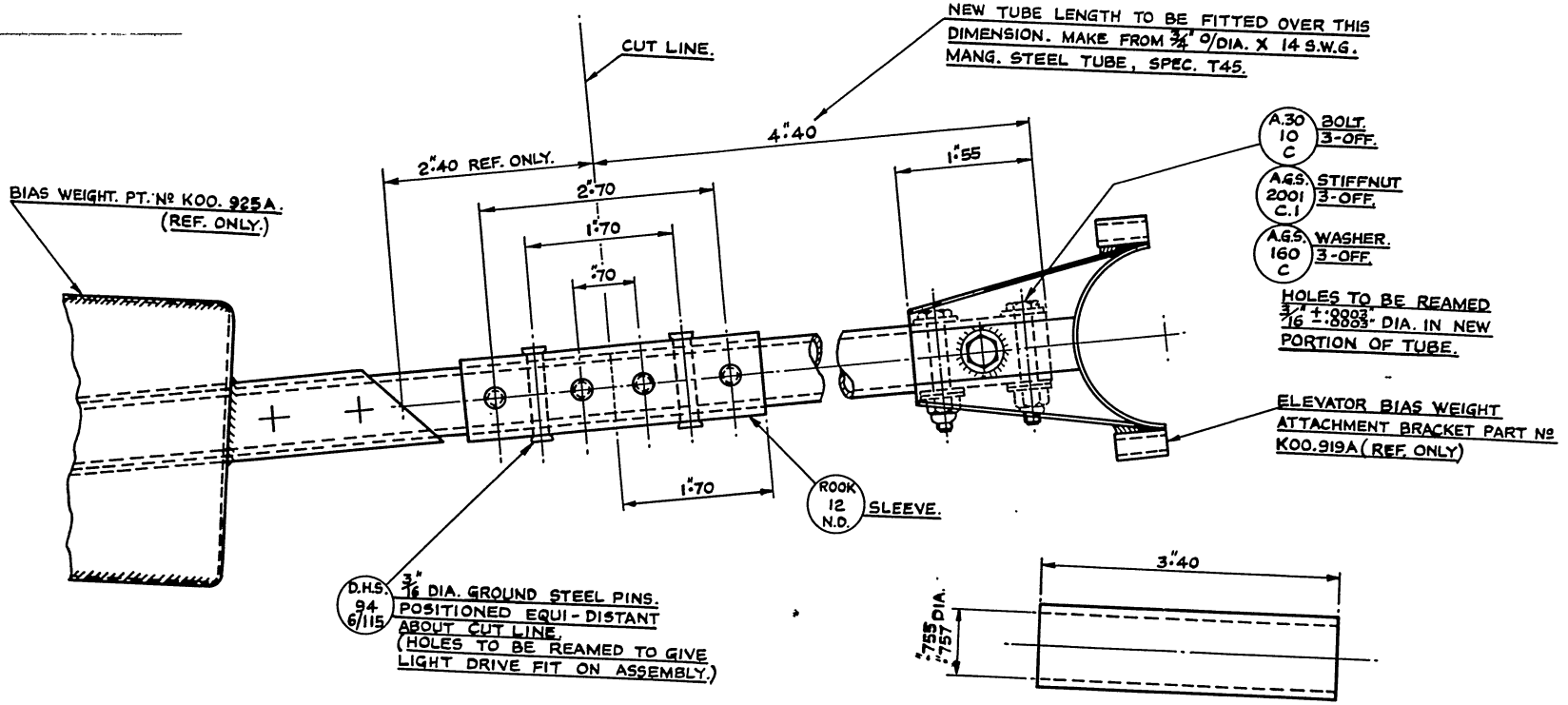
METHODS ENGINEERS, REFER TO DRG. No.....

ANY ERRORS ON DRAWING MUST BE REPORTED TO THE DRAWING OFFICE

A.D.



DETAILS OF SLEEVE. PART Nº ROOK.12. N.D.
(MAKE FROM 1".0 O/DIA. X 10 S.W.G. MANG. STEEL TUBE. SPEC. T45)

FOR VAMPIRE MKS. 3, 5, 6, 9, 20, 21, 50, 52 AND 52A. AIRCRAFT ONLY.

TECHNICAL NEWS SHEET. V. 712 REFERS.

WHEN MODIFYING N.D. PARTS REFER TO N.D. LIST, AS THE PARTS MAY BE USED ON OTHER ASSEMBLIES.

AMENDMTS EMBODIED

LA 9920

					ASSEMBLY Nº	SCHEDULE Nº	Nº OFF
THE DE HAVILLAND AIRCRAFT Co LTD CHRISTCHURCH, HANTS.							
ISSUE Nº	1						
MOD. Nº							
ALTERATION EMBODIED	NEW DRAWING.						
CHECKED							
DATE OF MOD.							
Stress Approval							
FINISH	MATERIAL	SPEC.	DESCRIPTION			PART No.	
A.P. 2662. A.	AS ABOVE.		REPAIR TO ELEVR BIAS WT. ARM.			ROOK.11.	
DRAWN C.E. CARTER	APPROVED		DATE 17.9.57		TRACED BY N.P.		

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CHRISTCHURCH HAMPSHIRE ENGLAND

TELEPHONE
CHRISTCHURCH 1600

CABLES
HAVILLAND TELEX CHRISTCHURCH

TELEX
CHRISTCHURCH 41-536

TECHNICAL NEWS SHEET

SERIES V No. 712 Issue 2 DATE 6.5.1958

This News Sheet cancels and supersedes Issue 1 dated 15.11.1957, but drawing ROOK.11 should be retained.

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 4. FLYING CONTROLS

ELEVATOR BIAS WEIGHT ARM : FRACTURE

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

Cases have been reported of fracture of the tube, Part No. K00.943ND, which supports the elevator bias weight in the cockpit. (This is a part of the assembly K00.925A and may be identified in the Schedule of Spare Parts).

In all instances the material properties of the heat treated steel tube, Spec. T.45, has been impaired by heat during the filling by weld of incorrectly drilled attachment bolt holes.

As soon as possible, and within 3 months of the receipt of this Instruction the following procedure is recommended :-

(a) Dismantle the bias weight and support tube assembly, Part No.K00.925A, from the attachment bracket, part No. K00 919A, on the control column torque shaft, by removal of the 2 B.A. attachment bolts. (Attached drawing ROOK.11 refers).

(b) Inspect the attachment bolt holes and where showing signs of weld the support tube is to be considered unserviceable.

NOTES

(1) To check for signs of weld, remove all traces of anti-corrosive treatment from the area of the holes and polish the metal with smooth emery cloth. Using a cotton wool swab, apply an etching solution composed of 5% nitric acid, (Ref.33C/839), and methylated spirit, (Ref. 34D/312) to the polished metal for approximately one minute.

Continued.....

Thoroughly wash with water to remove the solution.

Tubes which have been incorrectly drilled, and repaired by welding, will now show the heat pattern and weld metal in the form of a lighter colour distinct from the remainder of the tube.

(2) To prevent possible combustion during the mixing of the etching solution, nitric acid must be added to the methylated spirit.

Distilled water may be used in lieu of methylated spirit.

(c) Apply anti-corrosive treatment and re-assemble the bias weight assemblies which are found to be serviceable.

(d) Repair unserviceable support tubes to drawing ROOK. 11.

(e) Refit items removed.

Estimated man-hours : Checking: 1½
Rectification: 6

Record on the appropriate forms as S. T. I./VAMPIRE/167 satisfied.

NOTE: For instructions on fitting replacement support tubes see Technical News Sheet V.731.

This information has been issued by the Ministry of Supply as Special Technical Instruction/Vampire/167 (Corrected) and was made applicable to Vampire Marks 5 and 9 of certain serial numbers only. As there is a possibility that some of these assemblies may have been interchanged with aircraft outside the specified series, and that no record exists of the aircraft to which spare assemblies may have been fitted, it is considered advisable that all aircraft using this assembly should be checked.

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The last News Sheet applicable to the Marks 3, 20 and 21 was V.703. The last News Sheet applicable to the Marks 5, 6, 9, 50, 52 and 52A was V.711.

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TECHNICAL NEWS SHEET

SERIES V No. 713 Issue 1 DATE 13.11.57

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

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

WHEEL BRAKE CONTROL CABLE OBSTRUCTION OF CONTROL COLUMN MOVEMENT

actioned under V. 3.2.064 3.1.58

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

Due to the unsupported length of the brake cable, Part No. 15S.247A, at the base of the pilot's and 2nd pilot's control column, there is a possibility of obstruction of the control column movement.

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

(1) Remove the seats and the centre portion of the false floor.

(2) Using clip AS.3180/5/B, bolt AS.1242/1/B, washer SB.15/B and Nut AGS.2001/B/1 secure the brake control cable to the angle bracket that supports the false floor on either side of the nosewheel well.

N.B. The above quoted clip will allow limited freedom of cable movement.

(3) Check for full and free travel of the control column and correct operation of the brakes.

(4) Replace the false floor and seats

Estimated man-hours : 3 ½

Record on the appropriate Form as "S.T.I./VAMPIRE/168 satisfied".

Contd....

This information has been issued by the Ministry of Supply as Special Technical Instruction / Vampire /168.

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Technical News Sheet V. 711 was issued for Marks 5,6,9,50,52 and 52A only.

Technical News Sheet V. 712 was issued for Marks 3,5,6,9,20,21,50,52 and 52A only.

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File 859

DE HAVILLAND SERVICE

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CHRISTCHURCH HAMPSHIRE ENGLAND

comments please

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TECHNICAL NEWS SHEET

SERIES V No. 714 Issue 1 DATE 13.11.57

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 14, SERVICES AIRCRAFT

OXYGEN SYSTEM

WIRE-LOCKING OF THE PILOT'S REGULATOR IN THE OPEN POSITION

Vampire Marks 5, 9 and 11 with modification 3432 or 3433 embodied.

Amendment 1 to the modification leaflets in AP.4099 E and G and AP.4099 J, Volume 2, Part 1, relating to modifications 3433 and 3432 respectively, will be based on the following :-

"Para. 8," SEQUENCE OF OPERATIONS", Operation 15 (in AP 4099 E.G) and Operation 12 (in AP.4099 J) ".

At the end add "Wire lock the pilots regulator in the fully open position".

2. Units are hereby authorised to fulfil the above requirement, forthwith, in advance of the official amendments, on aircraft which already embody Mod. 3433 or 3432.

No further action until mods decision made firm

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

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Technical News Sheet V. 713 was issued for Marks 11, 22, 55 and 55A only.

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This N° is incorrect, and applies to STI/Vamp/168

DE HAVILLAND SERVICE
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TECHNICAL NEWS SHEET

SERIES V No. 715 Issue 1 DATE 13.11.57

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

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

Not applicable per air staff.

OXYGEN SYSTEM
OPERATING INSTRUCTIONS FOR AUTOMATIC LINE VALVE

Vampire Marks 5, 6, 9, 11, 50, 52, 52A, 55 and 55A with Modification 3432 or 3433 embodied.

When Modifications 3432 and 3433 are embodied an automatic line valve incorporating an ON/OFF lever, is introduced into the oxygen system between the oxygen supply and the Mk.11 or Mk.16 regulator. When the valve is fitted the oxygen regulator on/off cock should be wire - locked in the fully on position.

Below the 8,000 feet the line valve ON/OFF lever can be used as a master control and oxygen is only supplied if the lever is in the ON position. At 8,000 feet the line valve lever, if in the OFF position, moves automatically to the ON position, thus turning on the oxygen supply. It cannot be returned to the OFF position again until height is reduced below 8,000 feet.

To check the oxygen contents during the pre-flight checks, move the line valve ON/OFF lever to the ON position and the oxygen contents gauge will register. After flight the line valve lever MUST be returned to the OFF position to avoid wastage of oxygen.

Pilot's Notes will be amended.

This information has been issued by the Ministry of Supply as Special Flying Instruction / Vampire / 10.

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Technical News Sheet V.713 was issued for Marks 11, 22, 55 and 55A only.
Technical News Sheet V.714 was issued for Marks 5, 9 and 11 only.

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TECHNICAL NEWS SHEET

SERIES V No. 717 Issue 1 DATE 30.12.57

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8. GENERAL

The information originally selected for publication on this Technical News Sheet was cancelled before reaching the distribution stage.

In order that the numerical sequence should not be interrupted this sheet should be filed in its correct position and will be re-issued when another subject applicable to the Marks 5,6,9,11,50,52,52A,55 and 55A becomes available.

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Technical News Sheet V. 716 was issued for Marks 10 and 54 only.

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Name of the serial Nos affected R.R.A.F. A/C. AM STI/MISC/234 refers — Ed.

TECHNICAL NEWS SHEET

SERIES V No. 718 Issue 1 DATE 20.11.57

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

PRESSURE CABIN CONTROL VALVE, MARK 11 :
CORROSION OF ATMOSPHERIC CAPSULES.

Vampire Marks 1, 3, 5, 6, 9, 20, 21, 50, 52 and 52A embodying modification 871 or 3212 but not embodying 3505.
Vampire Marks 10, 11, 22, 54, 55 and 55A not embodying modification 3499.

This information concerns Pressure Cabin Control Valves, Mark 11, Part No. 501820 (Reference No. either 27H/2896 or 27KD/19), in use, held as spare or in Store, bearing the following Serial Nos :-

NAYR/A99/11/10256 R.	NAYR/B99/11/7781 R2.	NAYR/B99/11/8202 R2.
NAYR/B99/11/857 R2.	NAYR/B99/11/9984 R2.	NAYR/A99/11/10881 R.
NAYR/A99/11/11102 R.	NAYR/A99/11/12503 R.	NAYR/A99/11/13819 R.
NAYR/A99/11/11558 R.	NAYR/A99/11/10962 R.	NAYR/A99/11/3338 R.
NAYR/A99/11/12255 R.	NAYR/A99/11/12945 R.	NAYR/A99/11/13553 R.
NAYR/A99/11/10769 R.	NAYR/A99/11/347 R.	NAYR/B99/11/509 R2.
NAYR/B99/11/7434 R2.	NAYR/A99/11/513 R.	NAYR/A99/11/11257 R.
NAYR/A99/11/11546 R.	NAYR/A99/11/13690 R.	NAYR/B99/11/1150 R2.
NAYR/B99/11/7634 R2.	NAYR/B99/11/9492 R2.	NAYR/B99/11/8266 R2.
NAYR/B99/11/7765 R2.	NAYR/B99/11/3008 R2.	NAYR/A99/11/9242 R.
NAYR/A99/11/10574 R.	NAYR/A99/11/11564 R.	NAYR/A99/11/13530 R.
NAYR/A99/11/14762 R.	NAYR/A99/11/11354 R.	NAYR/A99/11/9095 R.
NAYR/A99/11/12654 R.	NAYR/A99/11/6845 R.	NAYR/A99/11/8417 R.
NAYR/A99/11/11175 R.	NAYR/A99/11/13153 R.	NAYR/B99/11/2124 R2.
NAYR/B99/11/389 R2.	NAYR/A99/11/7808 R.	NAYR/A99/11/9706 R.
NAYR/A99/11/11659 R.	NAYR/A99/11/11743 R.	NAYR/A99/11/12702 R.
NAYR/A99/11/12878 R.	NAYR/A99/11/13354 R.	NAYR/A99/11/13566 R.
NAYR/A99/11/13787 R.	NAYR/A00/11/13869 R.	NAYR/A99/11/13928 R.
NAYR/A99/11/14886 R.	NAYR/A99/11/14914 R.	NAYR/B99/11/770 R2.
NAYR/B99/11/13689 R2.	NAYR/B99/11/2053 R2.	NAYR/B99/11/3038 R2.
NAYR/B99/11/3279 R2.	NAYR/B99/11/3426 R2.	NAYR/B99/11/8165 R2.
NAYR/B99/11/9020 R2.	NAYR/A99/11/12192 R.	NAYR/A99/11/11442 R.
NAYR/A99/11/1856	NAYR/A99/11/14748 R.	NAYR/B99/11/3292 R.
NAYR/B99/11/635 R2.	NAYR/B99/11/13436 R2.	

(Cont'd.....

Cont'd (V.718)

Sheet 2

The method of cleaning the atmospheric capsules fitted to the Pressure Cabin Control Valves listed above, during repair, has been found to cause capsule corrosion.

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

(1) Determine whether the Pressure Cabin Control Valve is in the range of Serial Numbers quoted.

(2) Where it is not within the range no action, other than recording, is necessary.

(3) Where it is within the suspect range return it to Normalair Ltd. for rectification quoting this Instruction (S.T.I./Miscellaneous/234) as authority.

Items held as spare, within the suspect range, should be returned as above.

All items Ref. 27KD/19 held in R.A.F. Stores, which were issued under the following release notes or Forms 640 are to be returned forthwith:-

K.934361 - 25 M.U.	L.128073 - 25 M.U.
L.128055 - 35 M.U.	L.128184 - 25 M.U.
L.128056 - 25 M.U.	L.128187 - 25 M.U.
L.128058 - 35 M.U.	N.2814 - De Havilland, Chester.
L.128070 - 25 M.U.	N.3143 - De Havilland, Chester.
	N.41708 - Gloster, Gloucester.

Record on the appropriate Forms and Label spare Valves and those in Store, not within the suspect range.

Items which have been returned to the Contractor will be released, after rectification, with "STI/Misc./234" marked after the Serial Number.

(Cont'd.....

Cont'd (V.718)

Sheet 3

This information has been issued by the Ministry of Supply as Special Technical Instruction/Miscellaneous/234.

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Technical News Sheet V.704 was issued for the Mark 55 only.
Technical News Sheet V.705 was issued for Marks 5,9,10,11 and 52 only.
Technical News Sheet V.706 was issued for the Mark 55 only.
Technical News Sheet V.707 was issued for Marks 5,6,9,10,11,22,50,52, 52A, 54, 55 and 55A only.
Technical News Sheet V.708 was issued for Marks 5,6,9,50,52 and 52A only.
Technical News Sheet V.709 was issued for Marks 10,11,22,54,55 and 55A only.
Technical News Sheet V.710 was issued for Marks 10,11,22,54,55 and 55A only.
Technical News Sheet V.711 was issued for Marks 5,6,9,50,52 and 52A only.
Technical News Sheet V.712 was issued for Marks 3,5,6,9,20,21,50,52, and 52A only.
Technical News Sheet V.713 was issued for Marks 11,22,55 and 55A only.
Technical News Sheet V.714 was issued for Marks 5,9 and 11 only.
Technical News Sheet V.715 was issued for Marks 5,6,9,11,50,52,52A, 55 and 55A only.
Technical News Sheet V.716 was issued for Marks 10 and 54 only.
Technical News Sheet V.717 was issued for Marks 5,6,9,11,50,52,52A, 55 and 55A only.

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

Issued in/o R.R.A.F. T.O. under Vom 3.2.57

TECHNICAL NEWS SHEET

SERIES V No 719 Issue 1 DATE 25.11.57.

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

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

ELEVATOR QUADRANT CLAMP BOLT FOULS AILERON CONTROL CABLE IN COCKPIT

Vampire Marks 10, 11, 54, 55 and 55A.
Sea Vampire Mark 22.

Cases have been reported where the upper outboard clamp bolt, A[illegible].1242/6C, on the elevator quadrant may foul the aileron cable 15.CF.303A.

Within 7 Days of the receipt of this Instruction the following procedure is recommended :

(1) Locate the bolts which secure the top and bottom outboard cable retaining clamps to the elevator quadrant in the cockpit.

(2) Crop off the protruding threads of each bolt flush with the outer face of its slotted nut.

N.B. Care must be exercised to ensure that the portion of bolt which is cut off is removed from the cockpit.

Estimated Man Hours : 2.

Record on the appropriate Form as "S.T.I./VAMPIRE / 169 satisfied ".

This information has been issued by the Ministry of Supply as Special Technical Instruction / Vampire /169.

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

Comments please

Already actioned. Vampire majors.

TECHNICAL NEWS SHEET

SERIES V No. 720 Issue 1 DATE 2.12.57 upgraded

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8, GENERAL

ROUTINE SERVICING OF R.N. AND R.A.F. AIRCRAFT

Vampire Marks 3, 5, 9, 10 and 11.
Sea Vampire Marks 20, 21 and 22

Changes in the previous system for the routine servicing of aircraft have been announced under Air Ministry letter A.234498/55/Eng.Plans 1 dated 23rd September, 1957. The existing Admiralty system was introduced under Admiralty Fleet Order 1502 dated 3rd June, 1955 and amplified by N.A.M.O. General/G.5.

2. Air Ministry has imposed a standard cycle for each type of aircraft (See Appendix B) which is to be revised after two years.

3. Commands have authority to upgrade or downgrade individual servicing operations within the terms of the servicing cycle but not to change the periodicity of any Servicing i.e. Primary, Primary Star, Primary 2 Star, Minor or Major servicing.

4. The cycles imposed are based on flying hours. A calendar limit has been introduced to prevent deterioration of aircraft with low utilisation.

5. The attached Appendices are forwarded for the information of all concerned with S.T.I. and Defect Reporting procedures so that future references to the new terms will be intelligible.

Appendix A - Notes on the R.A.F. Cycles of Servicing.

Appendix B - R.A.F. Cycles of Servicing.

Appendix C - R.N. Cycles of Servicing.

Contd....

Appendix A

RECORD OF SERVICING CYCLES - R.A.F. AIRCRAFT

Notes

1. (a) Minor starred servicings are not detailed in this record.

(b) The stated calendar periods represent the maximum interval permitted between the servicings.

(c) Aircraft will normally be introduced into service on a 100/800 hour servicing cycle. The aim is to increase to 200 hours on completion of intensive flying trial so as to coincide with the issue of the first planned schedule.

(d) The servicing required by Transport Command aircraft at each staging post will be notified in the operation order and stated by the aircraft captain.

(e) The calendar interval between primary servicings should not exceed one month.

(f) The calendar interval between primary star servicings should not exceed three months.

Appendix B

STANDARD SERVICING CYCLES (R.A.F.)

F = Flying Days H = Flying Hours M = Calendar Months

Aircraft	Primary	Primary Star	Primary 2 Star	Minor	Major
Vampire	20 H or 7 F	40 H or 28 F		200 H or 9 M	800 H or 36 M

Contd....

Appendix C

STANDARD SERVICING CYCLES (R.N.)

Type of R.N. Aircraft	Primary	MAINCHECK					
	Hours	1 Days	2 Days	3 Weeks	4 Weeks	5 Weeks	6 Weeks
Sea Vampire	60	7	28	12	24	48	N/A

This information has been issued by the Ministry of Supply as Special Technical Notice / Procedure / 16 (cancelling S.T.N./Procedure/8 not issued on T.N.S.)

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The last Technical News Sheet applicable to Marks 3, 5, 9, 20 and 21 was V.718.
The last Technical News Sheet applicable to Marks 10, 11 and 22 was V. 719.

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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. 720 Issue 2 DATE 24.2.58

AIRCRAFT

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

This Technical News Sheet cancels and supersedes Issue 1, dated 2.12.57

VAMPIRE AIRFRAME, GENERAL CIRCULATION
SUB HEADING 8. GENERAL.

ROUTINE SERVICING OF R.N. AND R.A.F. AIRCRAFT

Vampire Marks 3, 5, 9, 10 and 11.
Vampire Marks 20, 21 and 22.

Changes in the previous system for the routine servicing of aircraft have been announced under Air Ministry letter ref. A.234498/55/Eng Plans 1 dated 23rd September, 1957, and amended under ref. A.234498/55/D.C.Eng. dated 6th January, 1958. The existing Admiralty system was introduced under Admiralty Fleet Order dated 3rd June, 1955 and amplified by N.A.M.O. General/G.5.

2. Air Ministry has imposed a standard cycle based on flying hours (See Appendix B), for each type of aircraft, to be reviewed after 2 years.

3. The attached appendices are forwarded for the information of all concerned with S.T.I. and Defect Reporting procedures so that future reference to the routine servicing periods can be interpreted:-

APPENDIX "A"

RECORD OF AIRCRAFT SERVICING CYCLES (R.A.F.)

Notes

1. (a) The standard flying hour cycles now mandatory, will be used as a basis for the establishment of personnel on scheduled servicing.

(b) Changes in emphasis on technical work for schedules servicing will be made by adjusting scheduled content for application on the standard cycle. Commands have powers to make adjustments..

Continued....

(c) Although standardisation has been imposed in the hourly cycles Commands have been given powers to apply servicing on a flying day, or a calendar basis if preferred. The cycle chosen must however be related to the standard flying hour cycle. Whatever period is chosen, whether flying day or calendar, must be that at which the average aircraft completes the standard flying hour cycle.

(d) To ensure that safety standards are maintained, Commands are made responsible for introducing any additional calendar servicing required to avoid deterioration in the case of low aircraft utilisation.

(e) Although anti-deterioration servicing is applied at the discretion of the Command, prior approval from Air Ministry is to be sought before applying a selected calendar or flying day cycle.

(a) Minor starred servicings are not detailed in this record.

(b) Aircraft, normally, will be introduced into Service on a 100/800 hour servicing cycle. The aim is to increase to 200 hours on completion of intensive flying trials coinciding with the issue of the first planned schedule.

STANDARD SERVICING CYCLES (R.A.F.) APPENDIX 'B'

Aircraft	Primary Flying Hrs	Primary Star Flying Hrs	Primary 2 Star Flying Hrs	Minor Flying Hrs	Major Flying Hrs
VAMPIRE	20	40		200	800

Continued.....

APPENDIX 'C'

STANDARD SERVICING CYCLES (R. N.)

Type of R. N. Aircraft	Primary	MAINCHECK					
	Hours	1 Days	2 Days	3 Weeks	4 Weeks	5 Weeks	6 Weeks
SEA VAMPIRE	60	7	28	12	24	48	N/A

This information has been issued by the Ministry of Supply as Special Technical Notice/Procedure/16A (Cancelling S. T. N./Procedure/16 published on Issue 1 of this news sheet= and S. T. N./Procedure/8 = not published on T. N. S.)

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The last Technical News Sheet applicable to Marks 3, 5, 9, 20 and 21 was V. 718.
The last Technical News Sheet applicable to Marks 10, 11 and 22 was V. 719.

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