RESTRICTED

TP 5

Australian Air Publication **721.79**

VOLUME 2, PART 2,
BOOK 4

ROYAL AUSTRALIAN AIR FORCE

RAAF
Copy No. 8.

VAMPIRE MODIFICATIONS

(Nos 301 to 400)

ISSUED FOR THE INFORMATION AND GUIDANCE OF ALL CONCERNED,

BY COMMAND OF THE AIR BOARD.

Secretary.

DEPARTMENT OF AIR,
CANBERRA, A C T.

RESTRICTED

A.A.P. 721.79, Vol. 2, Pt. 2.
(Books 1, 2, 3, 4 and 5)

VAMPIRE MODIFICATIONS

INTRODUCTION

1. Vampire Modifications are now contained in 5 Books as follows:-

Book 1 - Modifications Nos. 1 to 100 inclusive.

Book 2 - Modifications Nos. 101 to 200 inclusive.

Book 3 - Modifications Nos. 201 to 300 inclusive.

Book 4 - Modifications Nos. 301 to 400 inclusive.

Book 5 - Modifications Nos. 401 and subsequent.

2. One series of amendments will cover the five Books and all amendments are to be recorded in the Amendment Certificate contained in Book 1.

3. The index to the complete set of Vampire Modifications is at the front of Book 1.

AAP 721.79, Vol 2, Pt 2

VAMPIRE MODIFICATION NO 399

Class: 2

NOSE WHEEL DOOR MECHANISM INTRODUCTION OF IMPROVED UPPER RADIUS ROD ATTACHMENT FITTING

Introduction

1. (a) The Reason for the Modification

To prevent distortion and cracking of nose wheel well side wall.

(b) Description and Features by which the Modification can be Recognised

The modification provides for the fitment of a reinforcing bracket and two reinforcing plates at the upper radius rod and spring attachment points on the nose wheel fairing.

(c) Relationship with other Modifications

Nil.

(d) Reason of Classification

Safety aspect.

(e) Effect on Servicing and/or Ground Handling

Nil.

(f) Effect on Aircraft Limitation

Nil.

(g) Effect on Aircrew Operation

Nil.

(h) Number of Parts Comprising the Order

One.

Application

2. All Vampire Mk 35 and 35A aircraft, except A79-619 which was modified as a trial fitment and A79-661 in which the requirements have been met by embodiment of Modification No VAM 3606.

Man-Hours and Trade Mustering Involved

3. Approximately 64 man-hours are required to incorporate the modification. The trade musterings responsible are:-

Armament fitter	- 2 man-hours
Electrical fitter	- 2 man-hours
Airframe fitter	- 60 man-hours

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable Vampire aircraft as soon as practicable but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. Hawker de Havilland Australia Modification V399.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, Etc

8. Two drill jigs A and B are required, details of which are shown on drawing and are to be manufactured locally.

Drawings

9. Drawing No A15168 attached.

Modification Parts List

10. The following items are required to complete one modification set:-

RESTRICTED

TP 5

Australian Air Publication **721.79**

VOLUME 2, PART 2,
BOOK 4

ROYAL AUSTRALIAN AIR FORCE

RAAF
Copy No. 8.

VAMPIRE MODIFICATIONS

(Nos 301 to 400)

ISSUED FOR THE INFORMATION AND GUIDANCE OF ALL CONCERNED,

BY COMMAND OF THE AIR BOARD.

Secretary.

DEPARTMENT OF AIR,
CANBERRA, A C T.

RESTRICTED

VAMPIRE MODIFICATION NO 301

Part A - Class 2
Part B - Class 4

REPLACEMENT OF FLEXIBLE BRAKE HOSES BY HOSES HAVING IMPROVED SWAGING -

INTRODUCTION

Reason for and Description of Modification

1. Reports have been received of the failure of the swaged end fittings on "Dunlop" flexible high pressure brake hoses. This modification introduces new Dunlop hoses Part Nos DL3150 Supply LH, DL3151 Supply RH, DL3152 Return LH, and DL3153 Return RH.

This modification is written in two parts.

PART "A" - Applicable to Supply Hoses Dunlop Part Nos DL3070 LH, and DL3071 RH, Ident Nos T27A/500744 and T27A/500745 respectively.

PART "B" - Applicable to Return Hoses Dunlops Part Nos DL3072 LH, and DL3073 RH, Ident Nos T27A/500742 and T27A/500743 respectively.

Application

2. Part "A" of this modification is to be carried out on all Vampire Trainer Mk 33/35A aircraft and on Mk 35 aircraft A79-600 to A79-623 inclusive.

Mk 35 aircraft Serial Nos A79-624 and subsequent will have this modification incorporated during manufacture.

Part "B" of this modification will be carried out on all Vampire Mk 33/35A and Mk 35 aircraft only upon replacement of brake return hoses.

Responsibility for Incorporation

3. This modification is to be incorporated by operating units and aircraft depots or the civilian contractor responsible for the repair of Vampire aircraft. The trade mustering responsible is airframe fitter.

Action in Respect of Spares

4. The following spares are affected and are to be modified at the direction of Headquarters Maintenance Command.

Ident No	Part No	Nomenclature	Remarks
(a) A79/504137	W15/1407A	Wing, Spare, LH Mk 35A	Rework in accordance with para 11 (c) (ii) to (v)

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
2	T27A/500832	DL3151	Hose, Dunlops, Supply, RH	1	
3	H28B/12462	SP9/C8	Pin, Split, Ni Alloy, 1/16" x 1" long	2	
4	I1/9715	NPN	Wire, locking 22 SWG non-corrodible	AR	

Notes: (a) Items 1 to 3 inclusive will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre. Units requiring modification sets are to demand from the De Havilland Modification Centre Bankstown, NSW.

(b) Item 4 is to be drawn from unit stores as required.

Disposal of Parts Removed

8 The following parts will be rendered redundant by the incorporation of this modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
5	T27A/500744	DL3070	Hose, Dunlops, Supply, LH	1	
6	T27A/500745	DL3071	Hose, Dunlops, Supply, RH	1	

Note: Items 5 and 6 are obsolete and are to be disposed of in accordance with current authorised procedure.

Disposal of Parts in Stock

9. Stocks of items 5 and 6, are to be returned to "Dunlop Aviation Division" Mountain Highway, Bayswater, Victoria, for reswaging to Dunlop Engineering Order No 195.

When Modification is to be Incorporated

10. This modification is to be incorporated as soon as practicable but not later than the next "D" servicing after receipt of parts.

Method of Incorporation

11. (a) Man-Hours Involved : Approximately 15 man-hours will be required to incorporate this modification.

(Issued with A/L 142 - May 1959)

(e) Recording : Record this modification in the airframe log book.

PART "B"

Supply

12. The following parts are required to complete one modification set:-

Item	Ident No	Part No	Nomenclature	No Off	Stores Class
7	T27A/500832	DL3152	Hose, Dunlops, Return, LH	1	
8	T27A/500833	DL3153	Hose, Dunlops, Return, RH	1	
9	H28B/12462	SP9/08	Pin Split, Ni Alloy 1/16" x 1" long	2	
10	I1/9715	NPN	Wire locking, non-corrodible 22 SWG	AR	

Note: Items 7 to 10 inclusive are to be drawn from unit stores as required.

Disposal or Parts Removed

13. The following parts will be rendered redundant by the incorporation of this modification:-

Item	Ident No	Part No	Nomenclature	No Off	Stores Class
11	T27A/500742	DL3072	Hose, Dunlops, Returns, LH	1	
12	T27A/500743	DL3073	Hose, Dunlops, Returns, RH	1	

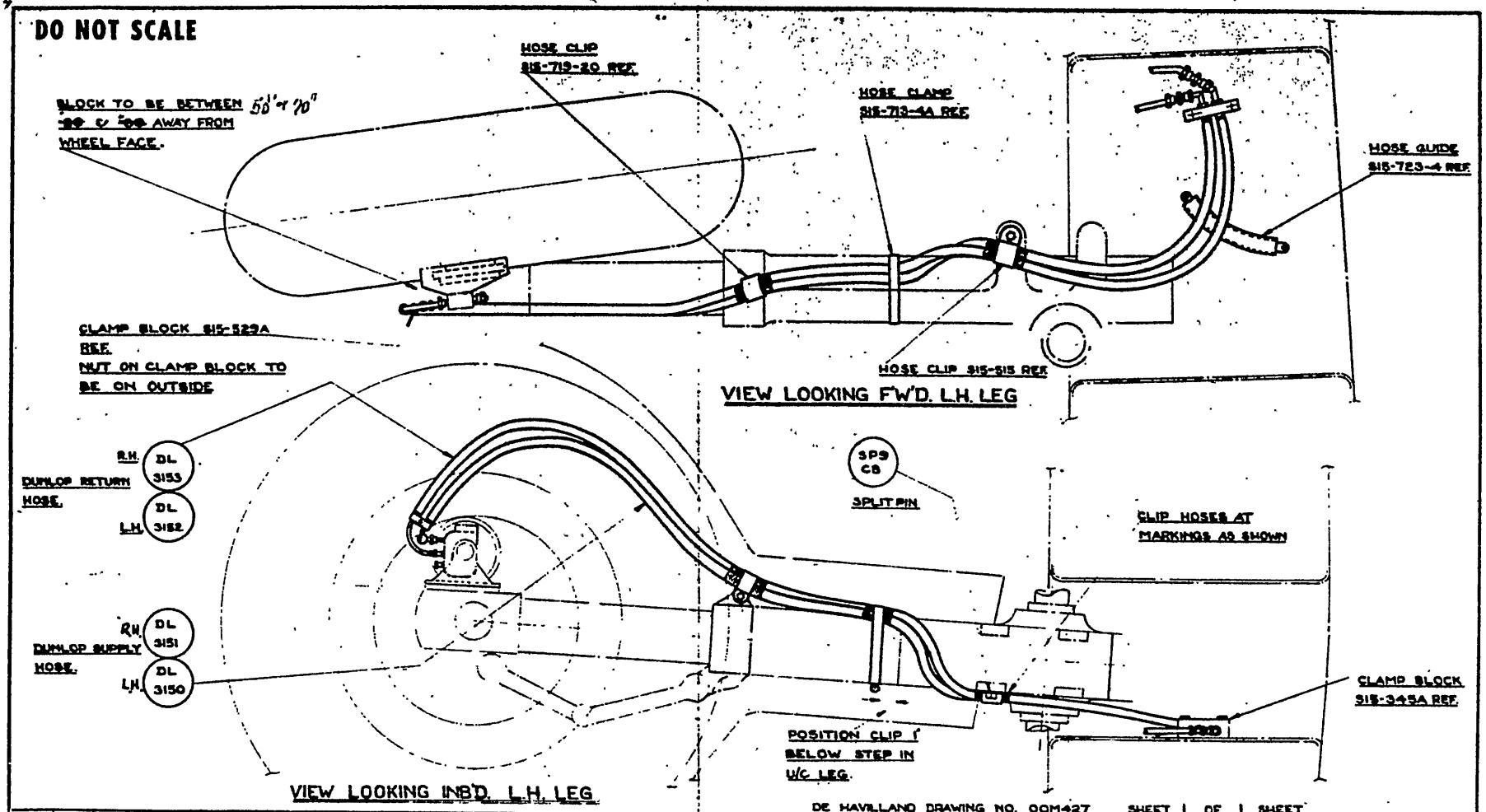
Note: Items 11 and 12 will only have been removed if they are unserviceable and are therefore to be disposed of in accordance with current authorised procedure.

Disposal of Parts in Stock

14. Not applicable.

(Issued with A/L 142 - May 1959)

DO NOT SCALE



DE HAVILLAND DRAWING NO. 00M427 SHEET 1 OF 1 SHEET

ISSUE NO.	DATE	ALTERATION	C.E.L.	INIT'LS	APPROVED

REFERENCE

LIMITS UNLESS STATED		MATERIAL
DECIMALS	±.010"	SPEC.
FRACTIONS	± 1/16"	TREATMENT
ANGLES	± 1°	FINISH
SURFACE FINISH: AUSTRALIAN STANDARD [ENG. STAND. PRACTICE A.S.E.S.]		SCALE
		DRAWN / APPROVED
		TRACED / CHECKED

ISSUED BY
DEPARTMENT OF AIR
DIRECTORATE OF
AIRCRAFT ENGINEERING

TITLE
REPLACEMENT OF FLEXIBLE BRAKE HOSES BY HOSES HAVING IMPROVED SWAGING - INTRODUCTION

COMPONENT OF	
MACHINE	VAMPIRE
ENGINE	
TECH. ORDER	VAMPIRE MOD N° 301
DRAWING NO.	A13267
DRWG. SIZE	B

TIMKEN TYPE ROLLER BEARINGS IN MAIN UNDERCARRIAGE WHEELS (DUNLOP WHEELS AND BRAKES MOD NO 9) - INTRODUCTION

Reason for and Description of Modification

1. This modification introduces Timken type roller bearings in the main undercarriage wheels.

Application

2. This work is to be carried out on all Vampire Mk 35A aircraft and on Mk 35 aircraft, Serial Nos A79-600 to A79-665 inclusive, except aircraft, Serial No A79-641 which was modified by the manufacturer as a trial installation. Mk 35 aircraft, Serial No A79-666 and subsequent will be modified during manufacture.

Responsibility for Incorporation

3. This modification is to be incorporated by operating units, aircraft depots and the civilian contractor responsible for servicing Vampire aircraft. The trade mustering responsible is airframe fitter.

Action in Respect of Spares

4. The following spares are affected and are to be modified at the direrection of Headquarters Support Command:-

	Ident No	Part No	Nomenclature	Remarks
A	A79/503902	U15-25A	Leg Assy, Compression LH	Rework by removing and discarding items 15 and 16. Fit items 13, 11 and 12 in lieu and re-identify as Part No U15-25A/1 and Ident No A79/504333.
B	A79/503903	U15-26A	Leg Assy, Compression RH	Rework by removing and discarding items 15 and 16. Fit items 13, 11 and 12 in lieu and re-identify as Part No U15-26A/1 and Ident No A79/504334.

	Ident No	Part No	Nomenclature	Remarks
J	T27/500549	DW1060	Wheel, Aero, Main	Rework in accordance with para 11 (c) (v) to (x) incl, and re-identify as Part No DW1110, Issue 1 and Ident No T27A/500836. NB Serial No prefix to be changed from "F" to "K"

Partial modification sets for spares will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre. Units requiring partial modification sets are to demand from the De Havilland Modification Centre, Bankstown, NSW.

A partial modification set will comprise:-

For Spare (a) 1 off item 11, 1 off item 12, 1 off item 13. Set to be marked "Spares/Mod V754/A79-503902".

For Spare (b) 1 off item 11, 1 off item 12, 1 off item 13. Set to be marked "Spares/Mod V754/A79-503903".

For Spare (c) 1 off item 11, 1 off item 12, 1 off item 13. Set to be marked "Spares/Mod V754/T17M-500113".

For Spare (d) 1 off item 11, 1 off item 12, 1 off item 13. Set to be marked "Spares/Mod V754/T27M-500112".

For Spare (e) 1 off items 1 to 9 inclusive, 6 off item 10, 1 off items 11, 12 and 13. Set to be marked "Spares/Mod V754/A79-504320".

For Spare (f) 1 off items 1 to 9 inclusive, 6 off item 10. Set to be marked "Spares/Mod V754/A79-504321".

For Spare (g) 1 off items 1 to 9 inclusive, 6 off item 10. Set to be marked "Spares/Mod V754/A79-504266".

For Spare (h) 1 off items 1 to 9 inclusive, 6 off item 10. Set to be marked "Spares/Mod V754/A79-504267".

For Spare (j) 1 off items 1 to 9 inclusive, 6 off item 10. Set to be marked "Spares/Mod V754/T27A-500549".

Orders Superseded or Cancelled

5. This modification cancels RAAF STI Vampire/26.

(Issued with A/L 208 - August 1960)

Notes: 1 (a) 1 off each items 1 to 9 inclusive and 6 off item 10 will be delivered from the Dunlop Embodiment Load Store to the De Havilland Modification Centre as a modification kit for "Dunlop Wheels and Brakes Mod No 9".

(b) Items 2 and 3 are normally provisioned as separate items, but for mod kit only they will be supplied assembled together.

(c) Items 11, 12 and 13 will be delivered from the De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre.

2 Units required modification sets are to demand from the De Havilland Modification Centre Bankstown, NSW for Vampire Modification No 302.

3 Item 14 is to be drawn from Unit Stores as required.

Disposal of Parts Removed

8. The following parts are removed by the incorporation of this modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
15	T27M/7937	AIR31844	Nut, Axle	2	C
16	T27M/7933	AIR31846	Collar, Axle, Nut	2	C
17	T27A/500644	DW1075	Excluder	2	C
18		DW1071	Seal, Oil	2	C
19	T27A/500646 or (Z)	DW1072 or	Housing, Oil Seal	2	C
20	T27A/500835	DW1112	Housing, Oil Seal	2	C
21	T27A/500650	DW1074	Ring, Sealing	2	C
22	N35/30090	HOFFMAN 150 or	Bearing	2	A
23	N35/30090	SKF6210	Bearing	2	A
24	N35/30494	HOFFMAN 140 or	Bearing	2	A
25	N35/30494	SKF/6208	Bearing	2	A

(Issued with A/L 208 - August 1960)

(iv) Remove the wheel and retain the axle nut locking bolt nut and washer. Discard the axle nut and collar, items 15 and 16 respectively.

(v) Working now on the front face of the wheel remove the six washers and castellated nuts attaching the excluder, item 17. Retain the nuts and washers for reassembly and discard the excluder and split pins.

(vi) Working now on the aft face of the wheel, remove and retain the oil seal housing circlip, remove and discard the oil seal housing complete with seal, items 19 or 20 and 18. Remove the sealing ring, item 21, under the oil seal housing and discard.

(vii) Remove front and rear bearings, items 22 or 23 and 24 or 25 from the wheel hub taking care that hub is not damaged.

Note: At all times whenever removing or fitting bearings to these wheels, it is most important that the wheel be supported in such a manner so that all loads are applied directly onto the steel centre. On no account are the flanges of the wheel to be allowed to contact the press bed whilst any load is being applied.

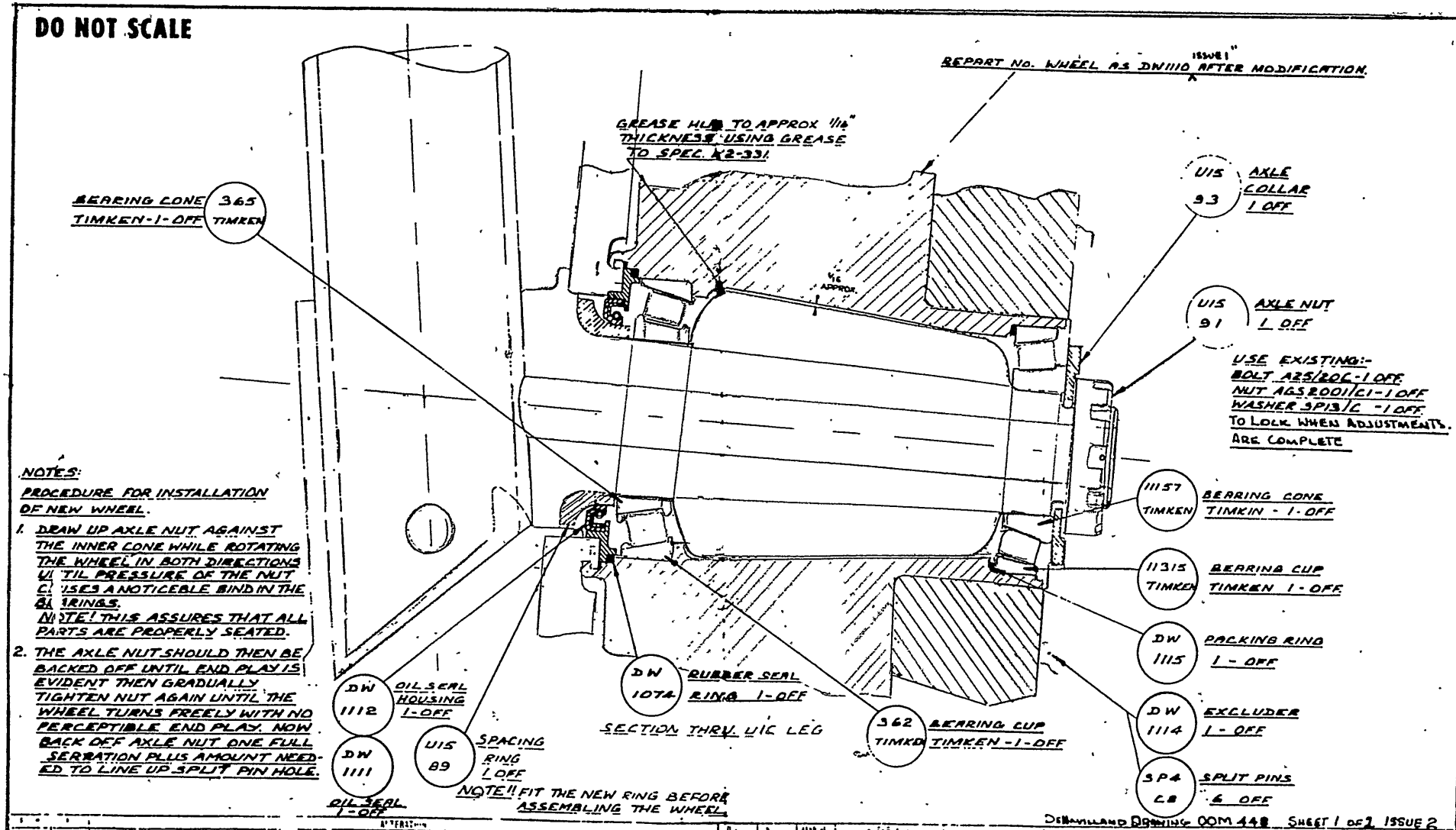
(viii) Remove all grease from hub and ensure that it is clean. Install new packing ring, item 4, to hub and press in new taper race cups, items 7 and 9, using tools called for on Drawing A13474, Sheet 2, Pack new races, items 6 and 8, and hub with grease, item 14, as shown on the drawing.

CAUTION: Do not overgrease as this may cause brake failure when wheels become hot.

(ix) Position new bearings, items 6 and 8, in the hub and install new oil seal housing complete with oil seal, items 2 and 3, and new sealing ring, item 1. Lock this assembly using the existing oil seal housing circlip removed in para 11 (c) (vi).

(x) Assemble new excluder, item 5, to wheel using existing nuts, removed in para 11 (c) (v) and new split pins, item 10.

DO NOT SCALE



NOTES:

PROCEDURE FOR INSTALLATION OF NEW WHEEL.

1. DRAW UP AXLE NUT AGAINST THE INNER CONE WHILE ROTATING THE WHEEL IN BOTH DIRECTIONS UNTIL PRESSURE OF THE NUT CAUSES A NOTICEABLE BIND IN THE BEARINGS.
   NOTE! THIS ASSURES THAT ALL PARTS ARE PROPERLY SEATED.
2. THE AXLE NUT SHOULD THEN BE BACKED OFF UNTIL END PLAY IS EVIDENT THEN GRADUALLY TIGHTEN NUT AGAIN UNTIL THE WHEEL TURNS FREELY WITH NO PERCEPTIBLE END PLAY. NOW BACK OFF AXLE NUT ONE FULL SERRATION PLUS AMOUNT NEEDED TO LINE UP SPLIT PIN HOLE.

DeHAVILLAND Drawing OOM 448 SHEET 1 OF 2 ISSUE 2

TIMKEN TYPE ROLLER BEARINGS IN MAIN U/CARRIAGE WHEELS (DUNLOP WHEELS & BRAKES MOD. NO. 9) :- INTRODUCTION

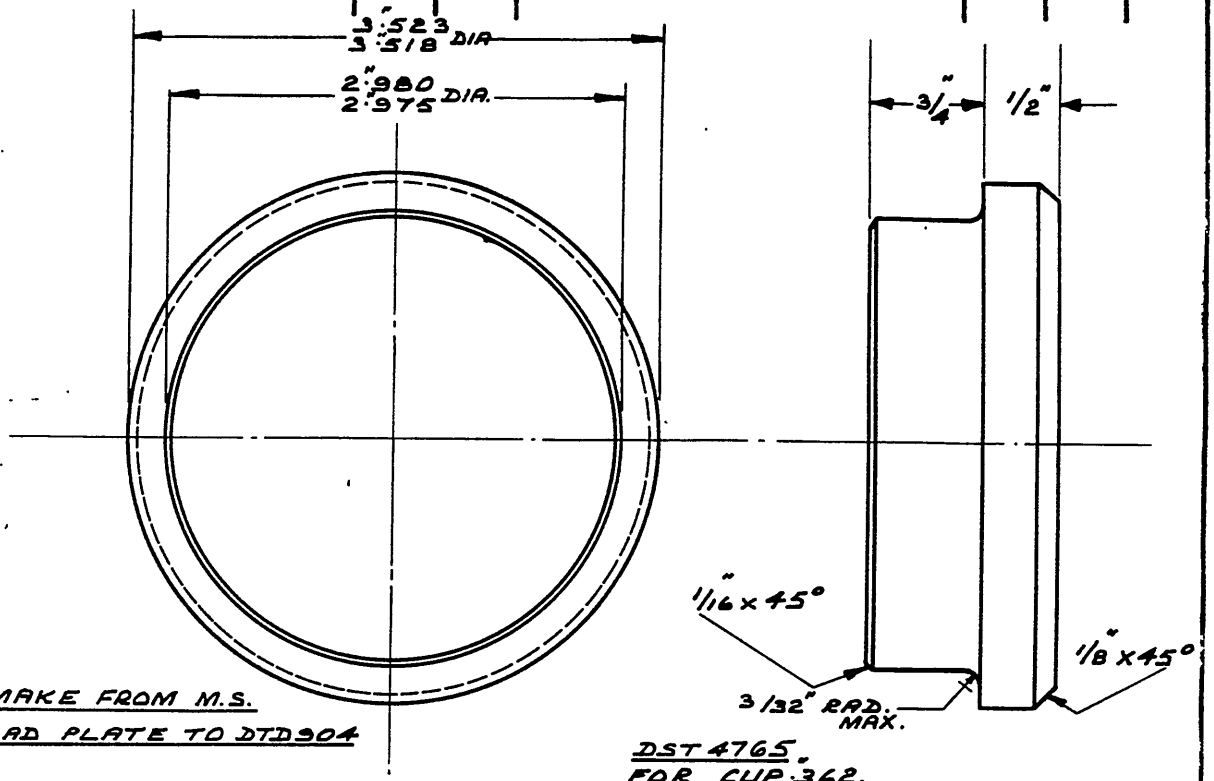
DEPARTMENT OF AIR
DIRECTOR GENERAL OF ENGINEERING

VAMPIRES
VAMPIRE MOD 302

A 13474 SHT 1 DWG. B

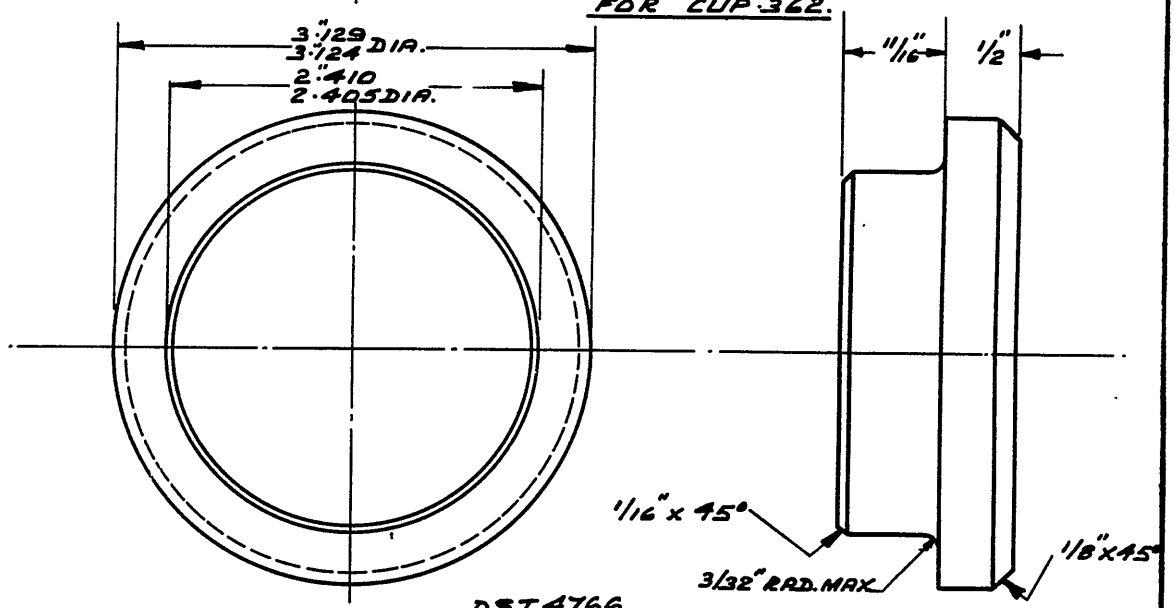
DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED



MAKE FROM M.S. CAD PLATE TO DTD904

DST 4765 FOR CUP 362.



DST 4766 FOR CUP 11315

DE HAVILLAND DR'G. NO. 00M448 SHEET 2 OF 2 SHEETS.

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING	INTRODUCTION OF TIMKEN TYPE ROLLER BEARINGS IN MAIN U/CARRIAGE WHEELS. DUNLOP WHEELS & BRAKES MOD. NO. 9).

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	VAMPIRE
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± 1/2°	FINISH		TECH. ORDER	VAMPIRE MOD. 302
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.121		SCALE		DRAWING NO.	A 13474 SHT. 2
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

AAP 721:79 VOLUME 2 PART 2 VAMPIRE MODIFICATION NO 304

Class 2

TO RELOCATE EMERGENCY LIGHT BATTERY

Reason for and Description of Modification

1. In its existing location behind the armour plate at Bulkhead No 1, the emergency light accumulator is inaccessable. This modification relocates the accumulator in the cockpit on the face of the lower left hand instrument panel.

Application

2. This modification is applicable to all Vampire Mk 30 and Mk 31 aircraft

Responsibility for Incorporation

3. Operating units aircraft depots and contractors concerned will be responsible for the incorporation of this modification. The trade mustering responsible : Electrical Fitter.

Action in Respect of Spares

4. The following spare is to be modified at the direction of Support Command:-

(a)	Ident No	Part No	Nomenclature	Remarks
	A79/503859	B001093A/3	Instrument Panel LH	Rework to para 11(c) (iv) and re-identify as Part No B001093A/4 and Ident No A79/504259.

Partial modification sets for spares will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre. Units requiring partial modification sets are to demand from the De Havilland Modification Centre, Bankstown, NSW.

Orders Superseded or Cancelled

5. No orders are superseded or cancelled by the incorporation of this modification.

Equivalent Modification

6. De Havilland Aust Mod V246 is the equivalent modification.

(Issued with AL 190 - April 1960)

Note: Items 12 to 15 are of no value and are to be disposed of in accordance with current procedure.

Disposal of Parts in Store

9. Not applicable.

When Modification is to be Incorporated

10. This modification is to be incorporated as soon as practicable and not later than the next 'D' servicing of aircraft after receipt of parts required.

Method of Incorporation

11. (a) Man-Hours Involved : Approximately 13 man-hours will be required for the completion of this modification.

(b) Special Tools, Jigs, &c : No special tools & jigs are required to incorporate this modification.

(c) Sequence of Operations :

(i) Open cannon bay doors and disconnect aircraft batteries.

(ii) Remove the canopy then disarm and remove the Pilot's ejection seat in accordance with AP 4288, Volume 5, Section 10 (AL 8) Chapter 2, Appendix D.

(iii) Locate the emergency light accumulator, positioned on the port side of the fuselage behind the armour plate at Bulkhead No 1. Disconnect and remove it, complete with mounting bracket and attachment bolts, from the aircraft. Retain the accumulator and mounting bracket for re-assembly in cockpit (Operation v). The four attachment bolts are rendered redundant.

(iv) Refer to Drawing A13269 Sheet 1 and rework the lower left hand instrument panel as shown by adding 4 - 2BA double anchor nuts (item 4). Attach the 3/32" dia C'sk rivets (item 6) having first drilled 8 No 41 holes to suit anchor nuts and countersunk aft face of panel .16" dia x 90°.

(Issued with AL 190 - April 1960)

(e) Recording : Record this modification in the airframe log book.

Drawings

12. Drawing A13269 consisting of two (2) sheets is attached herewith.

Effect on Weight and Balance of the Aircraft

13 The effect of this modification on the weight and balance of the aircraft is negligible.

References : Files, Department of Air, 150/8/1696, 150/4/8621(II)

Attachments : Drawing A13269 Sheets 1 and 2

Date of Issue : 27th April 1960

(Issued with AL 190 - April 1960)

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. I. L.	INITIALS

*4 - No.11 DRILL HOLES IN PANEL TO MATCH M'T'G. BRACKET

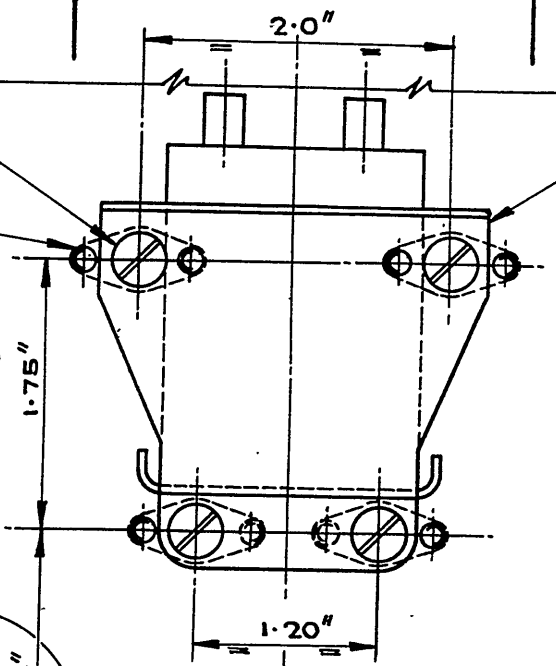
DOUBLE ANCHOR NUT. 4-OFF — AGS 2007 C1

3/32" C'S'K. RIVET. 8-OFF — AS 2229 305

8-41 HOLES C'S'K. 0·17" x 90°

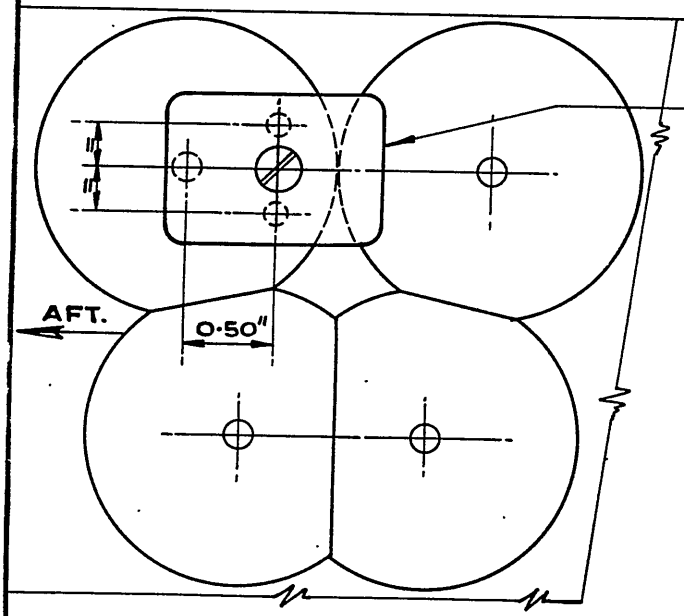
2BA R'D.H'D. BOLT. 2-OFF — AS 1246 16C

2BA R'D.H'D. BOLT. 2-OFF — AS 1246 2C



DETAIL "A"

VIEW LOOKING F'W'D. ON AFT. FACE OF THE LOWER L.H. INSTRUMENT PANEL.



GSC 430 — TERMINAL BLOCK 1-OFF

AGS 252 4 — No.2 WOODSCREW 5/8" LONG. 2-OFF.

DETAIL "B"

ATTACHMENT OF TERMINAL BLOCK IN PLACE EMERGENCY LIGHT ACCUMULATOR & BRACKET. REDUNDANT FERRULES TO REMAIN IN AIRCRAFT.

DE HAVILLAND DRG. No. 00M 424 SHEET 1 OF 2 SHEETS

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTORATE OF AIRCRAFT ENGINEERING	RELOCATION OF EMERGENCY LIGHT BATTERY

LIMITS UNLESS STATED		MATERIAL	
DECIMALS	± .010"	SPEC.	
FRACTIONS	± 1/32"	TREATMENT	
ANGLES	± ½°	FINISH	
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.C.21		SCALE	
		DRAWN	APPROVED
		TRACED	CHECKED

COMPONENT OF	
MACHINE	VAMPIRE MK's 30 & 31
ENGINE	NENE
TECH. ORDER	VAMPIRE MOD N° 304
DRAWING NO.	A 13269 SHEET 1 OF 2
DRWG. SIZE	A

AAP 721:79 Vol 2, Pt 2 VAMPIRE MODIFICATION NO 305

Class 2

TO INTRODUCE A REDESIGNED DROP TANK JETTISON LEVER AND IMPROVE THE ATTACHMENT OF THE MOUNTING ASSEMBLY

Reason for and Description of Modification

1. The existing handle is difficult to operate and attachment ferrules holding the mounting assembly have pulled away from the floor. This modification introduces a redesigned lever and strengthens the method of attachment of the mounting assembly.

Application

2. This work is to be carried out on all Vampire Mk 33/35A aircraft, and all Mk 35 aircraft Serial Nos A79-601 to A79-660 inclusive. Aircraft A79-661 onwards will have this modification incorporated during manufacture.

Note: Some aircraft have had the equivalent of part of this modification incorporated by the manufacturer. On these aircraft, para 11 (c), operations (v) to (ix) inclusive of this instruction do not apply and in para 7, Supply, items 8 to 13 inclusive are to be returned to unit stores.

Responsibility for Incorporation

3. The modification is to be incorporated by operating units, aircraft depots and the civilian contractor responsible for servicing Vampire aircraft. The trade musterings responsible are Airframe and Armament Fitters.

Action in Respect of Spares

4. The following spares are affected amd are to be modified at the direction of Headquarters Maintenance Command:-

Ident No	Part No	Nomenclature	Remarks
A79/502270	15.CE.671AND	Assy of Knob and Lever	Rework to para 11 (c) operations (ii) to (iv) incl. and re-identify as Part No CE15-363AND, Ident No A79/504294.

Partial modification sets for spares will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre. Units requiring partial modification sets are to demand from the De Havilland Modification Centre, Bankstown, NSW.

(Issued with A/L 167 - October, 1959)

Notes: (a) Items 1 to 13 inclusive will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre. Units requiring Modification sets are to demand from the De Havilland Modification Centre, Bankstown, NSW.

(b) Items 14 to 16 inclusive are to be drawn from unit stores.

Disposal of Parts Removed

8. The following part will be rendered redundant by the incorporation of this modification.

Item No	Ident No	Part No	Nomenclature	No off per set	Stores Class
17	H28/12537	A25/14C	Bolt, HTS, Hex Hd, 2BA x [illegible]	1	
"18	A79/504185	CE15-285	Detent Spring	1	
19	A79/503533	L002263ND	Sleeve	1"	

[illegible] returned to store.

(A/L 216)

NOTE "(b) Items 18 and 19 are obsolete and are to be disposed of in accordance with current authorised procedure". (A/L 216)

[illegible] obsolete and are to be disposed of in accordance with current authorised procedure. A/L 216

10. The modification is to be incorporated as soon as practicable but not later than the next "D" servicing after modification sets are available.

Method of Incorporation

11. (a) Man-Hours Involved : Approximately 12 man-hours will be required to incorporate this modification.

(b) Special Tools, Jigs, &c : No special tools or jigs are required to incorporate this modification.

(c) Sequence of Operations :

(i) Disarm and remove both ejection seats in accordance with AAP 721:79/35 Vol 4, Pt 2, Sect 4, Chap 1 (Armament).

Note : Ensure that the drop tanks or bomb carriers are removed in accordance with current authorised procedure, before commencing this modification.

(ii) Working in the cockpit, locate the drop tank jettison lever, situated between the seats. Remove the knob, (P/No 15CE467ND Ref) together with its attaching items from the lever and retain the knob and attaching washer for re-assembly in operation No (iii).

(Issued with A/L 167 - October, 1959)

"(x) Remove the Detent Spring, (item 18), together with its attaching sleeve, (item 19), bolt, nut and washers and discard". (A/L 216) -5- 35,

~~Vol 4, Part 2, Section 4, Chapter ... (Amendment).~~

(d) Tests : Function the drop tank jettison mechanism in accordance with AAP 721:79/33 Vol 1, Section 4 (AL 9), Chapter 2A, para 12.

Note : If drop tanks or bomb carriers were removed in operation (1), re-install in accordance with current authorised procedure.

(e) Recording : Record this modification in the Airframe Log Book and on the Fuselage modification plate.

Drawings

12. Drawing A13339 consisting of one (1) sheet is issued herewith.

Effect on Weight and Balance of the Aircraft

13. The effect of this modification on the weight and balance of the aircraft is negligible.

References : Files, Department of Air, 9/84/146 and 150/8/1890.

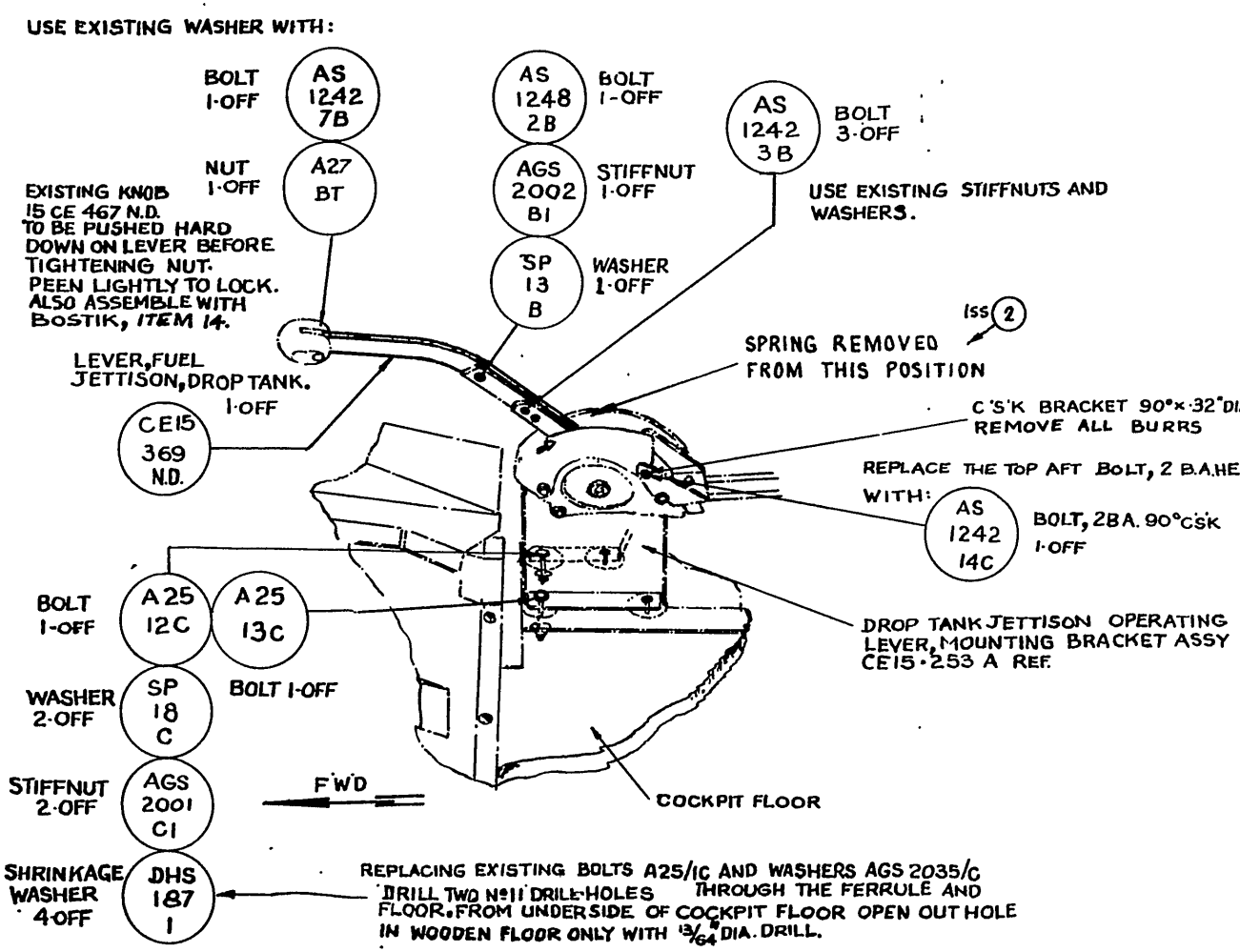
Attachment : Drawing A13339.

Date of Issue : 14th October, 1959.

(Issued with A/L 167 - October, 1959)

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D.L.L.	INITIALS	APPROVED
2	10-11-60	REMOVAL OF SPRING INDICATED BY Iss 2			



SCRAP VIEW SHOWING WING TANK JETTISON CONTROLS IN COCKPIT.

LIMITS UNLESS STATED		MATERIAL	
DECIMALS	± .010"	SPEC.	
FRACTIONS	± 1/32"	TREATMENT	
ANGLES	± 1°	FINISH	
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.121		SCALE	
		DRAWN	
		TRACED	
		CHECKED	APPROVED

REFERENCE

ISSUED BY

DE HAVILLAND DRAWING No OOM434 SHEET No. 1 No. OF SHEETS 1

TITLE

TO INTRODUCE A REDESIGNED DROP TANK JETTISON LEVER AND IMPROVE THE ATTACHMENT OF THE MOUNTING ASSY

COMPONENT OF

MACHINE

ENGINE

TECH. ORDER

DRAWING NO. A 13339

VAMPIRE MOD 305

DRWG. A SIZE

Class 2

GAUGE FUEL CONTENTS - INTRODUCTION OF INCREASED DIAL RANGE

Reason for and Description of Modification

1. A number of Vampire Mk 35 aircraft were fitted with Fuel Contents Gauges that were calibrated in lbs (mass units) to a lower range than the capacity of the aircraft fuel tanks.

This modification is raised to authorize the removal of the incorrect gauges and fit the correct gauges.

Application

2. The modification is applicable to Vampire Mk 35 aircraft serial Nos A79-600 to A79-625 inclusive.

Responsibility for Incorporation

3. The modification is to be carried out by units holding the applicable aircraft. The trade mustering responsible is instrument fitter.

Action in Respect of Spares

4. All spares of Gauges Fuel Contents, ident No G6A/500360, part No GP250/017/1, are to be treated in accordance with Instrument Modification No 1.50/7.

Orders Superseded or Cancelled

5. No orders are superseded or cancelled by this modification.

Equivalent Modifications

6. De Havilland Aust Mod V757.

Supply

7. The following part is required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	G6A/500376	GP251/001/2	Gauge Fuel Contents	1	A

(Issued with A/L 210 - September 1960)

(iv) Replace and secure the instrument panel.

(d) Tests : Carry out the contents gauge checks in accordance with AAP 721.79/33 Vol 1, Sect 5, Chap 2.

(e) Recording :

(i) When the modification has been embodied and inspected in accordance with current procedure, the relevant entries are to be made in the airframe log book.

(ii) Modification Incorporation Certificate is to be completed and forwarded in accordance with RMGI 1/3/4.

Drawings

12. Nil.

Effect on Weight and Balance

13. The effect of this modification on the weight and balance of the aircraft is negligible.

References : Files, Department of Air, 113/1/1173 and 150/8/1697.

Date of Issue : 23rd September 1960.

(Issued with A/L 210 - September 1960)

GROUNDING SOCKETS AT FUEL TANK FILLER CONNECTIONS - INTRODUCTION

Reason for and Description of Modification

1. To satisfy AP 970 requirements by the provision of grounding sockets at the fuel tank filler connections in the fuselage and outer wings.

Application

"This modification is to be incorporated concurrently with or after Vampire modification No 327 has been incorporated." A/L 237

2. This work is to be carried out on Mk 35 aircraft, A79-600 to A79-664 inclusive and all Mk 35A Aircraft which have not already had De Havilland Mod No V 758 embodied and recorded in the log book. Mk 35 aircraft A79-665 and subsequent will have this modification incorporated during manufacture.

Responsibility for Incorporation

3. This modification is to be incorporated by operating units, aircraft depots and the civilian contractor responsible for servicing Vampire aircraft. The trade mustering responsible is electrical fitter.

Action in Respect of Spares

4. The following spares are affected and are to be modified at the direction of Headquarters Support Command:-

Ident No	Part No	Nomenclature	Remarks
(a) A79/504323	W15-1407A/3	Wing, Spare, LH Mk 35A	Rework to paras 11(c) (viii) and (x) to (xvi) inclusive and re-identify as Part No W15-1407A/4 and Ident No A79/504327.
(b) A79/504324	W15-1409A/3	Wing, Spare RH Mk 35A	Rework to paras 11(c) (x) to (xv) inclusive and re-identify as Part No W15-1409A/4 and Ident No A79/504328.
(c) A79/504325	W15-1041/A	Wing, Spare, LH Mk 35	Rework to paras 11(c) (viii) and (x) to (xvi) inclusive and re-identify as Part No W15-1041A/4 and Ident No A79/504329.

(Issued with A/L 195 - May 1960)

Item	Ident No	Part No	Nomenclature	No Off	Stores Class
1	A79/504362	00P255A	Socket Assy, Grounding Fuselage, Fuel Tank	1	
2	T27H/501122	2J2	Jack Assy, Fuel Nozzle, Grounding	2	
3	NI	00D1601ND	Plate, Doubler	2	
4	H28/14950	AS 4563/1C	Bolt, Al Alloy, Csk Hd 90°, 2BA x .50" long	8	
5	H28/26983	AGS 2001C/3	Nut, Al Alloy, self locking, Nyloc, 2BA	8	
6	H28C/12296	SP 15/C	Washer, Al Alloy, Standard, 2BA	8	
7	H128F/62240	AS 2229/403	Rivet, Al Alloy, Csk, Hd, 90° 1/8" dia x 3/16" long	8	
8	H128F/63365	AS 2229/404	Rivet, Al Alloy, Csk, Hd, 90° 1/8" dia x .25" long	16	
9	NI		Lacquer, Clear (BALM No 298-3031 Ref)	AR	
10	K3/359		Lacquer, Glossy Blue (BALM No 299-0072 Ref)	AR	
11	K3/368		Primer, Synthetic Resin to Spec DTD 772A	AR	
12	K3/365		Covering, High Speed, Aluminium, to Spec DTD 772A	AR	
13	K3/358		Colour, Identification, Glossy, Bright Red, DTD 772A	AR	

Notes: (a) Items 1 to 8 inclusive will be delivered from De Havilland Aircraft Pty Ltd, to the De Havilland Modification Centre. Units requiring modification sets are to demand from the De Havilland Modification Centre, Bankstown NSW.

(b) Items 9 to 13 inclusive are to be drawn from unit stores.

Disposal of Parts Removed

8. The following part will be removed by the incorporation of this modification:-

(Issued with A/L 195 - May 1960)

(v) Assemble the new earthing socket (item 1) with the two existing nuts which were retained in operation (ii). Treat the exposed metal surfaces, using items 9 and 10 as detailed on drawing A13464, Sheet 1.

(vi) Close the fuselage fuel tank filler hatch.

(vii) Using Item 13 modify external markings at fuselage tank filler position ("Fuel filler inside, filler cap 15 PT 19A must be used here") as per drawing A13464, Sheet 3.

(viii) Remove the landing light from its position below the port wing between ribs No 10 and No 11 and retain it with its attaching items for re-assembly in operation No (xvi).

(ix) Remove the compass transmitter panel and the compass transmitter from its position below the starboard wing between ribs No 10 and No 11 and retain with attaching items for re-assembly in operation (xvii).

(x) Locate the area on the top surface of each wing referred to on Drawing No A13464, Sheet 2, and drill a letter "W" Drill hole (.386 in dia Ref) as shown.

(xi) Working up through the landing light panel under the port wing and through the compass transmitter panel under the starboard wing, attach the doubler plate, item 3, to the underside of the wing top skin as detailed on drawing No A13464, Sheet 2, using rivets, items 7 and 8.

(xii) Hold the grounding socket, item 2, in position as shown on drawing No A13464, Sheet 2, spot through and drill the four mounting holes with a No 11 drill (.191 in dia Ref) and countersink 90° to a diameter of .34 ins, on the upper surface of the top wing skin.

(xiii) Attach the grounding socket, item 2, in position using screws, nuts and washers, items 4, 5 and 6 (4 off) each. Treat exposed surfaces using items 9 and 10 as detailed on drawing A13464, Sheet 2.

(xiv) Using items 11 and 12 restore the finish, where it has been damaged on the upper surface of the top wing skin.

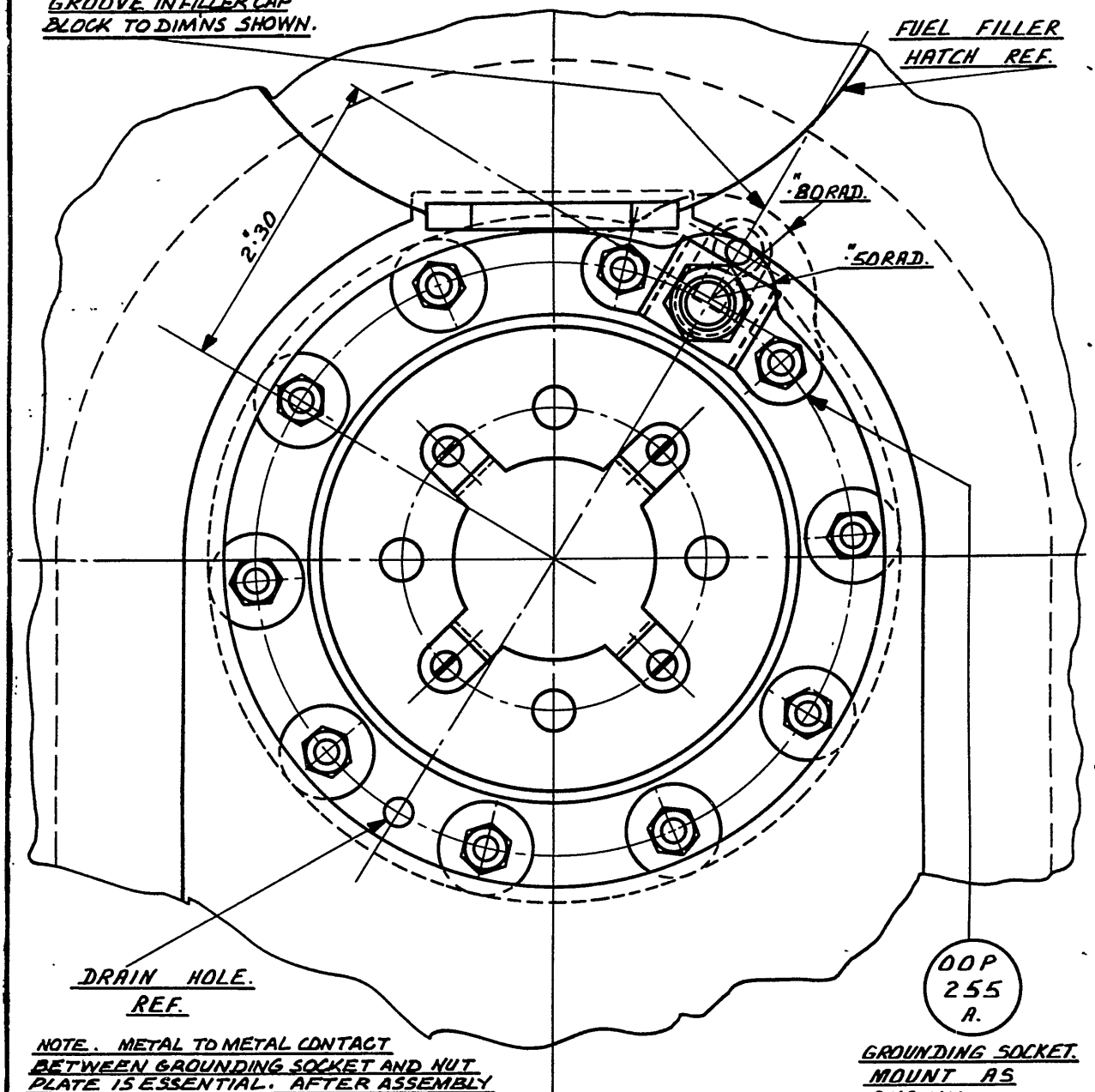
(xv) Working to drawing A13464, Sheet 3, and using item 13, external markings on the top wing skin.

(Issued with A/L 195 - May 1960)

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED

ENLARGE EXISTING GROOVE IN FILLER CAP BLOCK TO DIMNS SHOWN.



NOTE. METAL TO METAL CONTACT BETWEEN GROUNDING SOCKET AND NUT PLATE IS ESSENTIAL. AFTER ASSEMBLY APPLY ONE BRUSH COAT OF A MIXTURE OF APPROXIMATELY FIVE PARTS OF CLEAR LACQUER (ITEM 9) AND ONE PART OF BLUE LACQUER (ITEM 10) OVER ALL EXPOSED METAL SURFACES EXCEPT THE SPRING AND HOLE AS NOTED AT SECTION 'AA' ON SHEET 2

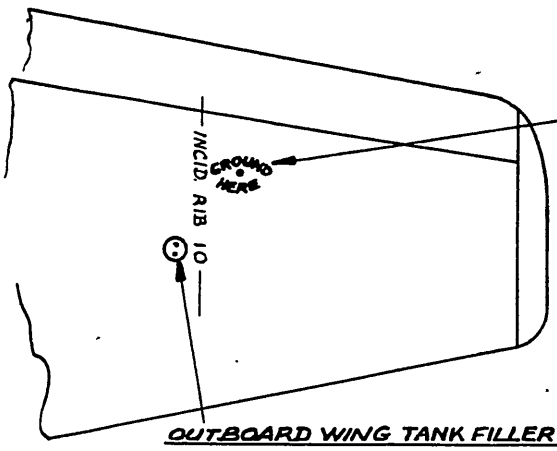
DE HAVILLAND DRAWING No. 00M443. SHEET 1. OF 3 SHEETS.

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING	GROUNDING SOCKET INSTALLATION AT FUSELAGE FUEL TANK FILLER CONNECTION.

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	VAMPIRE
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD 307
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.C.2.1		SCALE		DRAWING NO.	A-13464 SHEET 1 OF 3
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

DO NOT SCALE

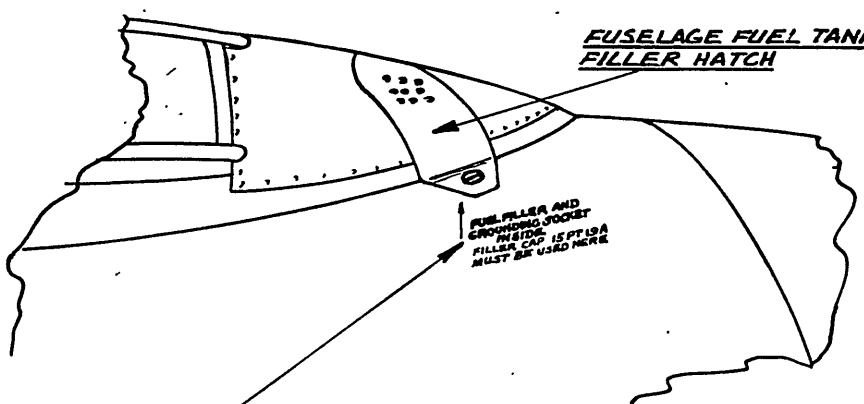
ISSUE NO.	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED



ON BOTH PORT AND STARBOARD WINGS IN 1/2" HIGH RED LETTERS PRINT, (USING ITEM 15) "GROUND HERE," AROUND HOLE FOR SOCKET.

PLAN VIEW OF TOP SURFACE PORT WING

OUTBOARD WING TANK FILLER CAP



FUSELAGE FUEL TANK FILLER HATCH

DELETE THE EXISTING NOTE "FUEL FILLER INSIDE" AND USING ITEM 15 ADD THE NOTE "FUEL FILLER AND GROUNDING SOCKET INSIDE." PRINT IN 1/2" HIGH RED LETTERS.

VIEW ON PORT SIDE OF FUSELAGE AT REAR OF CANOPY.

DE HAVILLAND DRAWING Nº 00M443 SHEET 3 OF 3 SHEETS.

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING	GROUNDING SOCKET INSTALLATION WING & FUSELAGE FUEL TANK FILLER

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	VAMPIRE
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± 1°	FINISH		TECH. ORDER	VAMPIRE MOD 307
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.121		SCALE		DRAWING NO.	A-13464 SHEET 3 OF 3
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

CLASS 4

TO INTRODUCE NOSE UNDERCARRIAGE SELF CENTRING CAM IN STEEL IN LIEU OF BRONZE

Reason for and Description of Modification

1. It is considered that wear which occurs with the bronze self centring cam can be a contributory cause to excessive nose wheel shimmying. This modification introduces a self centring cam in steel in lieu of bronze.

Application

2. This work will be carried out on all Vampire Mk ~~30~~, ~~31~~, 35A and 35 aircraft on replacement of cam assy when existing stocks are exhausted.

Responsibility of Incorporation

3. The modification is to be incorporated by operating units and aircraft depots. The trade mustering responsible is airframe fitter.

Action in Respect of Spares

4. Not applicable.

Orders Superseded or Cancelled

5. No orders are superseded or cancelled by the incorporation of this modification.

Equivalent Modifications

6. De Havilland Aust Mod V759 and Air Ministry Modification VAM 3580 are equivalent modifications.

Supply

7. The following parts are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No off per Set	Stores Class
1	A79/504299	13UN199A	Self Centring Cam Assy	1	
2	H28B/12365	SP9/G16	Split Pin	1	
3	I1/9505		Wire Locking, Nickel Alloy DTD 189, 20 SWG	AR	

(Issued with A/L 220 - February 1961)

TO INTRODUCE A CONDUIT LEAD FOR THE GENERATOR WIRING

Reason for and Description of Modification

1. Some difficulty and excessive man-hours are incurred when effecting repair or replacement of the existing generator cable. This modification obviates the necessity for removing the main fuselage fuel tank to carry out this work.

Application

2. This modification is to be carried out on all Mk 33/35A aircraft (excluding A79-808 which was modified by the RAAF) and all Mk 35 aircraft A79-600 to A79-660 inclusive. Mk 35 aircraft A79-661 and subsequent will be modified during manufacture.

Responsibility for Incorporation

3. Operating units, aircraft depots and contractors concerned will be responsible for the incorporation of this modification. The trade musterings responsible: Electrical and airframe fitters.

Action in Respect of Spares

4. Not applicable.

Orders Superseded or Cancelled

5. No orders are superseded or cancelled by the incorporation of this modification.

Equivalent Modifications

6. De Havilland Aust Modification V760 is the equivalent modification.

Supply

7. The following parts are required to complete one modification set:-

Item	Ident No	Part No	Nomenclature	No Off	Stores Class
1		N15-1157A	Conduit	1	
2	A79/504287	N15-1177	Fairlead	2	
3	H28C/14006	A33/B14	Screw, MS, 90° c's'k head, 4BA x 7/16" long	2	

(Issued with A/L 180 - February 1960)

(a) When generator cable becomes defective.

(b) When fuselage fuel tank is removed for any purpose.

Method of Incorporation

11. (a) Man-Hours Involved : Approximately 116 man-hours will be required to incorporate this modification (including 98 man-hours for removal and refitting of main fuel tank etc).

(b) Special Tools, Jigs, etc: No special tools or jigs are required to incorporate this modification.

(c) Sequence of Operations :

(i) Open canopy hatch and disarm Pilot's and Navigator's ejection seats in accordance with current authorised procedure.

(ii) Open nose cap and disconnect aircraft batteries.

(iii) Remove gun-bay doors and retain for re-assembly.

(iv) Disconnect and remove the cannons in accordance with current authorised procedure.

(v) Remove engine cowlings and open ammunition bay doors.

(vi) Drain fuel system. Disconnect and remove the main fuselage fuel tank in accordance with current authorised procedure.

(vii) Locate and remove from the aft face, starboard side, of the fireproof bulkhead, the two electrical cable fairleads. The top fairlead (outboard of junction box 2), Part No 15 N 471 and attachment items are rendered redundant. The lower fairlead, Part No N00458 and N00155 and attachment items are to be retained for subsequent re-assembly (para xvii).

(viii) Working in the fuselage main tank bay remove all 'P' clips which attach the generator cable and loom C31A, (13 N 167A and 15 N 401A respectively) to the fuselage wall and bulkhead. These 'P' clips and attaching items are rendered redundant.

(xxi) Re-assemble cannon bay doors.

(xxii) Re-connect aircraft batteries.

(xxiii) Close cannon bay doors and nose cap.

(xxiv) Re-arm the pilot's and navigator's ejection seats as and when necessary. Close canopy hatch.

(d) Tests

Functional test of generator circuit required.

(e) Recording

Record this modification in the Air Frame Log Book.

Drawings

12. Drawing A13292 consisting of one (1) sheet issued herewith.

Effect on Weight and Balance of the Aircraft

13. The effect of this modification on the weight and balance of the aircraft is as follows:-

Fixed Equipment

Item	Weight (lb) ±	Arm (ins) ±	Moment (lbs ins) ±
Conduit	+ 1.10	- 14	- 15.4

Note: Amendments to weight sheet summaries will be consolidated and issued by Department of Air.

References : Files, Department of Air, 150/8/1772, 150/4/8621 (II) and 9/84/36

Attachment : Drawing A13292

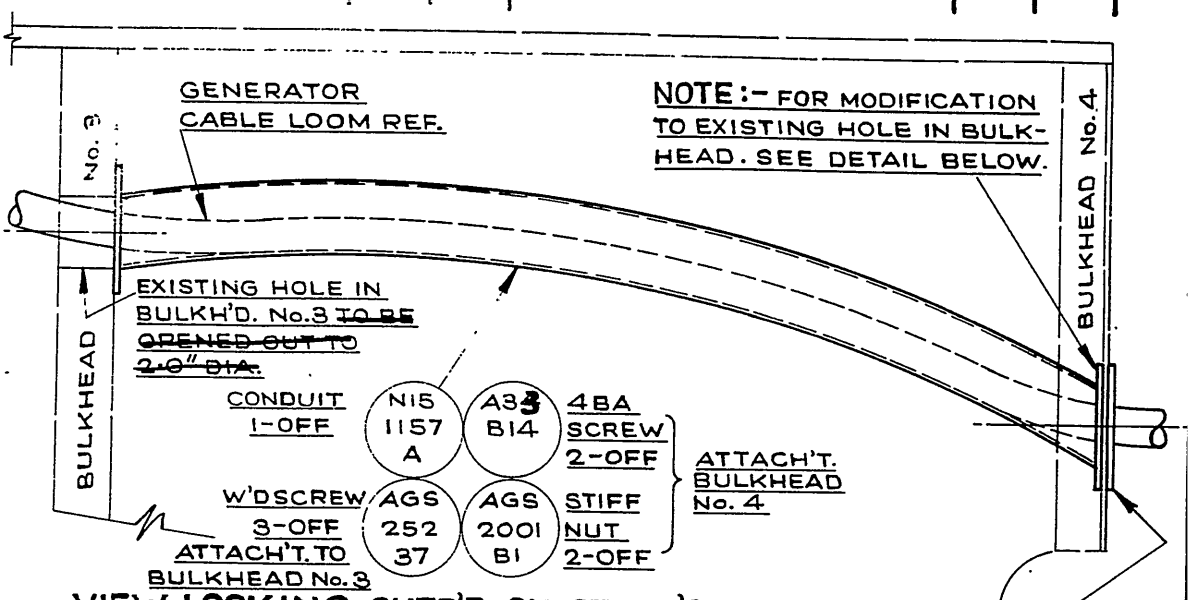
Date of Issue : 8th February, 1960.

(Issued with A/L 180 - February 1960)

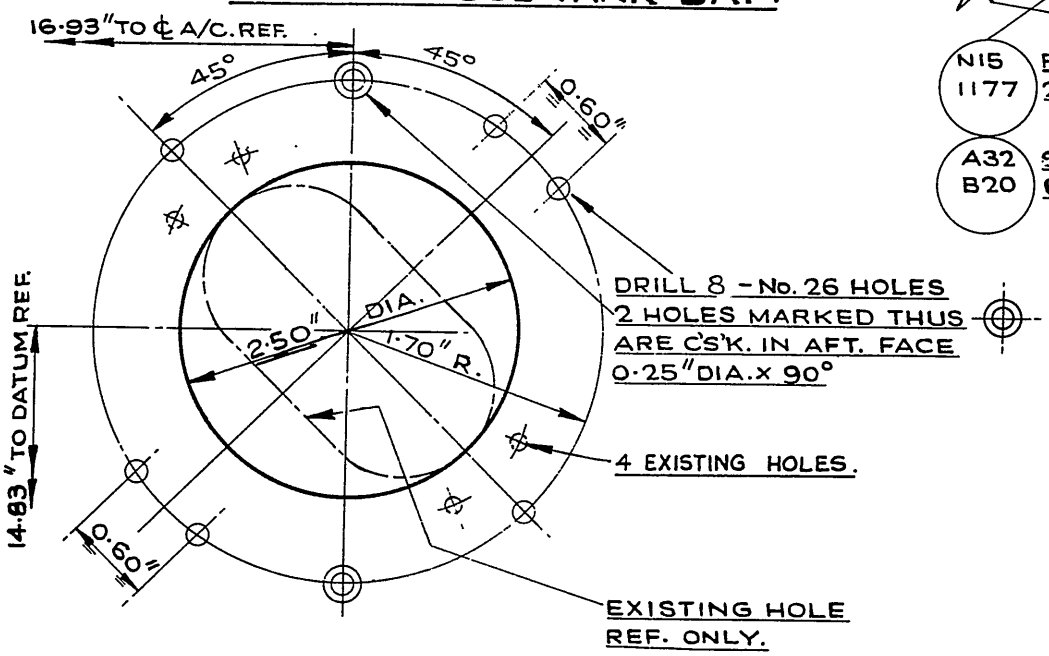
DO NOT SCALE

ISSUE NO	DATE	ALTERATION	INITIALS	APPROVED

AL 211



VIEW LOOKING OUTB'D. ON STARB'D. SIDE OF THE MAIN FUSE TANK BAY.



N15 1177 FAIRLEAD 2-OFF

A32 B20 SCREW 6-OFF

VIEW ON AFT FACE OF BULKHEAD No. 4 STARB'D. SIDE

DE HAVILLAND DRAWING No. 00M 430

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING.	INTRODUCTION OF CONDUIT FOR GENERATOR WIRING

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD 309
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.CZI		SCALE		DRAWING NO.	A13292
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

Class 2

INTRODUCTION OF FIRE WARNING PRESS TO TEST SWITCH

Reason for and Description of Modification

1. This modification introduces a push button switch (Ident No G5CW/5056) in the fire warning circuit to facilitate functional checking of the fire warning lamp and fuse at daily servicing.

The following modification is to be incorporated either prior to or concurrently with this order:-

RAAF Mod	DH Mod	Title
205	V691	Introduction of Redesigned Instrument Panel.

It is recommended that this modification be embodied concurrently with the following modifications:-

RAAF Mod	DH Mod	Title
306	V757	Gauge Fuel Content - Introduction of Increased Range
311	V762	Introduction of Reflectors in Generator and Power Failure Warning Lamps.

Application

2. This work is to be carried out on all Vampire Mk 33/35A aircraft and all Vampire Mk 35 aircraft serial Nos A79-600 to A79-635 inclusive. Aircraft A79-636 onwards will have this modification incorporated during manufacture.

Responsibility for Incorporation

3. Operating units, aircraft depots and contractors concerned will be responsible for the incorporation of this modification. The trade mustering responsible is electrical fitter.

Action in Respect of Spares

4. Not Applicable.

Orders Superseded or Cancelled

5. No orders are superseded or cancelled by issue of this modification.

(Issued with AL 165 - September 1959)

When the Modification is to be Incorporated

10. This modification is to be incorporated as soon as practicable and not later than the next 'D' servicing of aircraft after receipt of parts required.

Method of Incorporation

11. (a) Man-Hours Involved : Approximately 9 man-hours will be required to incorporate this modification

(b) Special Tools, Jigs, &c : No special tools or jigs are required to incorporate this modification.

(c) Sequence of Operations :

(i) Open nose cap and disconnect aircraft batteries, open canopy hatch and disarm ejection seats.

(ii) Remove the canopy jettison handle and lower the Instrument Panel.

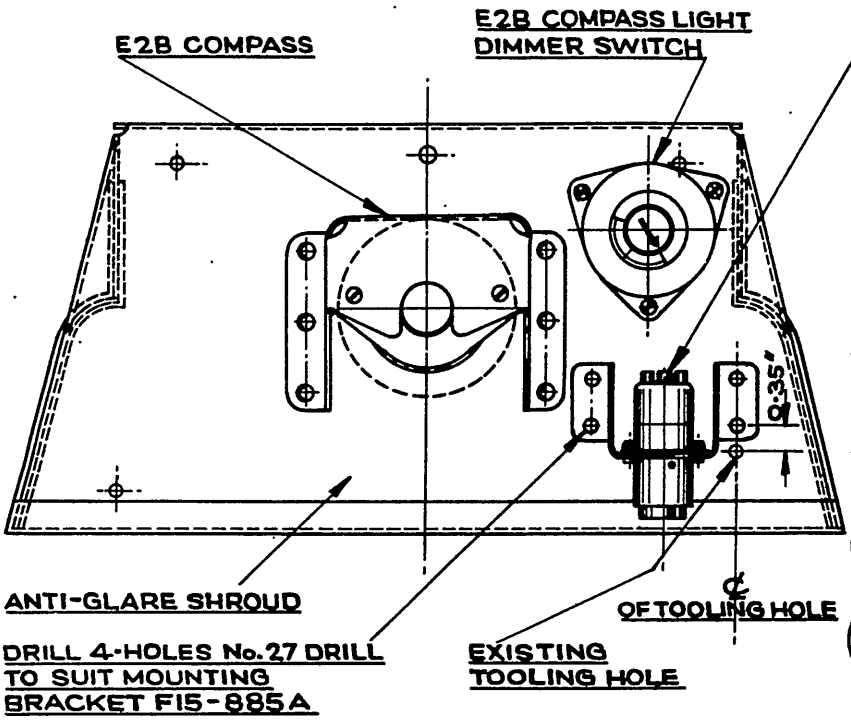
(iii) Refer to Drawing A13270, Sheet 1 and proceed to modify the Instrument Panel shroud as detailed, using Switch G5CW/5056 (item 1) 1 off, Mounting Bracket F15-885A (item 2) 1 off, Screw A43/A12 (item 5) 2 off, Screw A44/B16 (item 6) 4 off, Stiffnut AGS2001/B4 (item 7) 4 off, Stiffnut AGS2001/A4 (item 8) 2 off and Washer SP25/B (item 9) 4 off.

Note: Care must be taken to prevent swarf from entering equipment in the cockpit.

(iv) Refer to Drawing A13270, Sheet 1. Obtain Cable assemblies N15-769A (item 4) 1 off and N15-771A (item 3) 1 off and bare back both ends of Cable N15-769A and the plain end of N15-771A to dimension of .5". Connect one end of Cable N15-769A coded 'FA3' and the bared end of Cable N15-771A coded 'FA2+', to the new Push Button switch terminals 2 and 1 respectively as shown.

(v) Route the new Cables together across the top of the shroud and bind them to existing wiring running from the E2B compass light Dimmer switch and then continue the cables dc the back of the Instrument panel connecting cable N15-769A coded 'FA3' to the positive terminal of the existing fire warning light. Connect the remaining end of cable N15-771A coded 'FA2+' to the existing fire warning circuit breaker, lower terminal.

DO NOT SCALE



G5CW/5056	SWITCH PUSH BUTTON TYPE "A" 1-OFF
F15 885 A	M'T'G. BRACKET 1-OFF
A43 A12	SCREW 2-OFF
AGS 2001 /A4	STIFF NUT 2-OFF
AGS 2002 /B4	STIFF NUT 4-OFF
A44 B10	SCREW 4-OFF
SP 25 B	WASHER 4-OFF

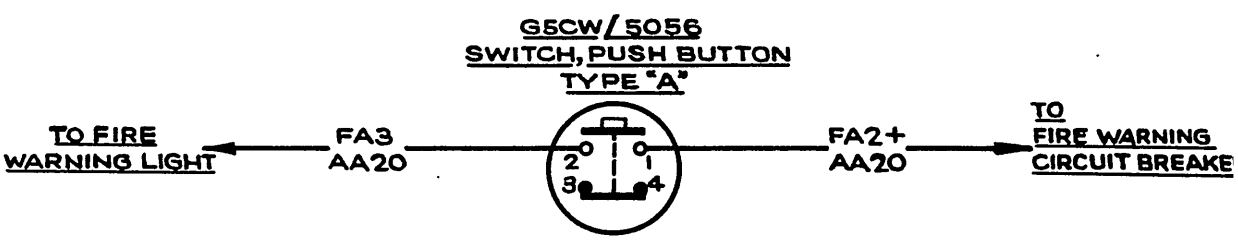


DIAGRAM SHOWING TERMINAL CONNECTIONS OF PUSH BUTTON SWITCH.

DE HAVILLAND DRAWING No. 00M426 SHT. 1 OF 1 SHEETS.

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTORATE OF AIRCRAFT ENGINEERING	INTRODUCTION OF PRESS-TO-TEST SWITCH FOR FIRE WARNING INSTALLATION

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	VAMPIRE MK's 33/35A & 35
FRACTIONS	± 1/32"	TREATMENT		ENGINE	GOBLIN
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD N° 310
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.E.(2)		SCALE		DRAWING NO.	A13270 DRWG. A SIZE
		DRAWN	APPROVED		
		TRACED	CHECKED		

AAP 721:79 Vol 2 Pt 2

VAMPIRE MODIFICATION NO 31

Class 2

TO INTRODUCE REFLECTORS ON THE GENERATOR AND FUEL PRESSURE WARNING LAMPS AND REPLACE THE POWER FAILURE WARNING LAMP HOLDER (G5C/1069) WITH LAMP HOLDER (G5C/500115)

Reason for and Description of Modification

1. To improve the luminosity of the generator and fuel pressure warning lamps for day flying, and replace the power failure warning lamp G5C/1069 (which has no dimmer) with G5C/500115 (which has dimmer).

It is recommended that this modification be embodied concurrently with the following mods:-

RAAF Mod	DH Mod	Title
306	757	To introduce an increased range fuel contents gauge.
310	761	To introduce fire warning lamp press-to-test switch.

Application

2. This modification is to be carried out on all Mk 33/35A and on Mk 35 aircraft A79-600 to A79-650 inclusive. Aircraft A79-651 onwards will have this modification incorporated during manufacture.

Responsibility for Incorporation

3. Operating units, aircraft depots and contractors concerne will be responsible for the incorporation of this modification. The trade mustering responsible : Electrical Fitter.

Action in Respect of Spares

4. Not applicable.

Orders Superseded or Cancelled

5. No orders are superseded or cancelled by the incorporation of this modification.

Equivalent Modifications

6. De Havilland Aust Mod V762 is the equivalent modification.

(Issued with A/L 161 - August, 1959)

(c) Sequence of Operations :

(i) Open canopy hatch and disarm Pilot's and Navigator's ejection seats in accordance with current authorised procedure.

(ii) Open nose cap and disconnect aircraft batteries.

(iii) Remove canopy hatch jettison lever from instrument panel.

(iv) Lower instrument panel to the full extent of the retaining cables.

(v) Disconnect and remove from the instrument panel the Power Failure Warning Lamp (G5C/1069), located below and to the left of the Artificial Horizon, and the Generator Warning Lamp (G5C/500115) located above and to the right of the GGS Control Unit.

(vi) Rework the removed warning lamps by changing the filaments from one to the other.

(vii) Working again on the instrument panel refit the warning lamps as follows: Warning lamp Ref No G5C/1069 to be fitted at the Generator Warning Lamp position, located above and to the right of the GGS Control Unit, and the warning lamp G5C/500115 at the Power Failure Warning position, located below and to the left of the Artificial Horizon.

(viii) Reconnect the Warning Lamps.

(ix) Replace and secure instrument panel.

(x) Replace canopy hatch jettison lever and wire lock using wire (item 3).

(xi) Working again on the instrument panel locate the Fuel Pressure Warning Lamp, positioned below the Turn and Slip Indicator, remove the front cover and insert reflector (item 1) into the lampholder. Replace cover.

(xii) Locate the Generator Warning Lamp see para (vii), remove the front cover and insert reflector (item 2 into the lampholder. Replace cover.

(Issued with A/L 161 - August, 1959)

Class 2

CANOPY HATCH SAFETY CABLE TO PREVENT INADVERTENT EJECTION OF VAMPIRE TRAINER SEATS BEFORE THE CANOPY IS JETTISONED - INTRODUCTION

Reason for and Description of Modification

1. This modification is to introduce a safety cable to prevent inadvertent ejection of Vampire trainer seats before the canopy is jettisoned.

The following modification is to be incorporated either prior to, or concurrently with, this order.

Escape Facility Modification No 10.22 To Introduce a Modified Sear to Ejection Gun.

Application

2. This work is to be carried out on all Vampire Mk 35A and 35 aircraft.

Aircraft A79-661 to A79-668 inclusive have this modification partially incorporated during meanufacture.

Responsibility for Incorporation

3. The modification is to be incorporated by operating units, aircraft depots and the civilian contractor for servicing Vampire aircraft. The trade mustering responsible is airframe fitter.

Action in Respect of Spares

4. The following spares are affected and are to be modified at the direction of Headquarters Support Command:-

	Ident No	Part No	Nomenclature	Remarks
(a)	A79/504150	FC15-91AND	Hatch, Canopy, c/w Jettison mechanism.	Rework to para 11(c) (iii) to (vi) incl and reidentify as Pt No FC15-107AND and Ident No A79/504285.
(b)	27L/352	E/MBEU/5V	Gun, Main Assy, Type 162	Rework to para 11(c) (viii) and (ix) and record Mod V763 on the space provided on the ejection gun.

Partial Modification sets for spares will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre. Units requiring partial modification sets are to demand from the De Havilland Modification Centre, Bankstown, NSW.

A partial modification set will comprise:-

Spare (a): Items 1 to 6 inclusive. Sets to be marked "Spares/Mod V763/A79-504150".

Spare (b): No parts required.

Orders Superseded or Cancelled

5. No orders are superseded or cancelled by the incorporation of this modification.

Equivalent Modifications

6. De Havilland (Aust) Mod V763 is the equivalent modification.

Supply

7. The following parts are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off	Stores Class
1		FC15-131A	Cable Assy Sear Release	2	
2		FC15-115	For End	2	
3	H28/12531	A25/3C	Bolt, HTS Hex Hd, 2BA 0.75" long	2	
4	E28C/12252	SP 13/C	Washer, MS, Thin, 0.202" i/d x 0.391" o/d	6	
5	H28B/832	SP 4Y/B6	Pin, Shackle, steel, 3/16" dia x 0.5" long	2	
6	H28B/12462	SP 9/C8	Pin, split, nickel alloy 1/16" dia x 1.0" long	4	
7	K4/11055	330/943	Acid, Selenious Crystal	AR	

Notes: (a) Items 1 to 6 inclusive will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre. Units requiring modification sets are to demand from the De Havilland Modification Centre, Bankstown, NSW.

(b) Item 7, (not applicable to aircraft A79-661 to A79-668 inclusive) is to be drawn from unit stores.

Disposal of Parts in Stock

8. Not applicable.

Disposal of Parts Removed

9. Not applicable.

When Modification is to be Incorporated

10. The modification is to be incorporated as soon as practicable but not later than the next "D" servicing after modification sets are available.

Method of Incorporation

11. (a) Man-Hours Involved : Approximately 4 man-hours will be required to incorporate this modification.

(b) Special Tools, Jigs etc : A standard 9/16" dia spotface cutter with 1/16" radius corners is to be drawn from unit stores.

(c) Sequence of Operations :

(i) Open nose cap and disconnect aircraft batteries.

(ii) Open canopy hatch and disarm first and second pilot's ejection seat in accordance with AAP 721:79/35 Vol 4, Part 2, Sect 4, Chapt 1.

(iii) Refer to Sheet 1 of drawing A13293 and rework the canopy hatch. Treat all new holes and the spotfacing with selenious acid using item 7 in accordance with AP 2656A, Vol 1, Sect 5, Chap 2.

(iv) After rework of Canopy Hatch re-identify as Ident No A79/504285 and Pt No FC15-107AND.

(v) Referring again to Sheet 1 drawing A13293, attach fork ends, item 2, using attachment bolts, item 3, and washer item 4, and lock with split pins, item 6.

(vi) Fit gun safety release cables, item 1, to fork ends, at both port and starboard positions, using attaching items 4, 5 and 6.

(vii) Remove existing safety pins from sears on both seat guns and insert into firing handle attached to the face screens.

(viii) Remove sears O/MBEU/3679, open up existing 5/32" dia hole to 15/64" dia and deburr the edge of the hole on both faces. (Refer Sheet 2 of drawing A13193). Repart number the Sear to FC15-129ND.

(ix) If the ejection guns have been removed from the aircraft record Vampire Modification No 312 on the space provided on the ejection gun. If the ejection guns have not been removed from the aircraft a record is to be made on the Component Life Record Card, (Form E/E 349) to have the Mod recorded on the ejection guns at the first opportunity on removal.

(x) Re-assemble Sears to both ejection seat guns, in accordance with current authorised procedure.

(xi) Re-arm the first and second pilot's ejection seat in accordance with AAP 721:79/35 Vol 4, Part 2, Sect 4, Chap 1.

(xii) Insert the safety pins on the ends of the release cable assemblies (as previously fitted in para (vi) into the modified gun sears. Refer Sheet 2 of drawing A13293. Close canopy hatch.

(xiii) Reconnect the aircraft batteries and close nose cap.

(d) Tests : Function canopy hatch in accordance with current authorised procedure.

(e) Recordings : Record this modification in the Airframe Log Book and the Ejection Gun Component Life Record Card, Form E/E 349.

(Issued with A/L 186 - September 1960)

Drawings

12. Drawing A13293, Issue 2, consisting of two (2) sheets is issued herewith.

Effect on Weight and Balance of the Aircraft

13. The effect of this modification on the weight and balance of the aircraft is negligible.

References : Files, Department of Air, 9/84/67 and 150/8/1773.

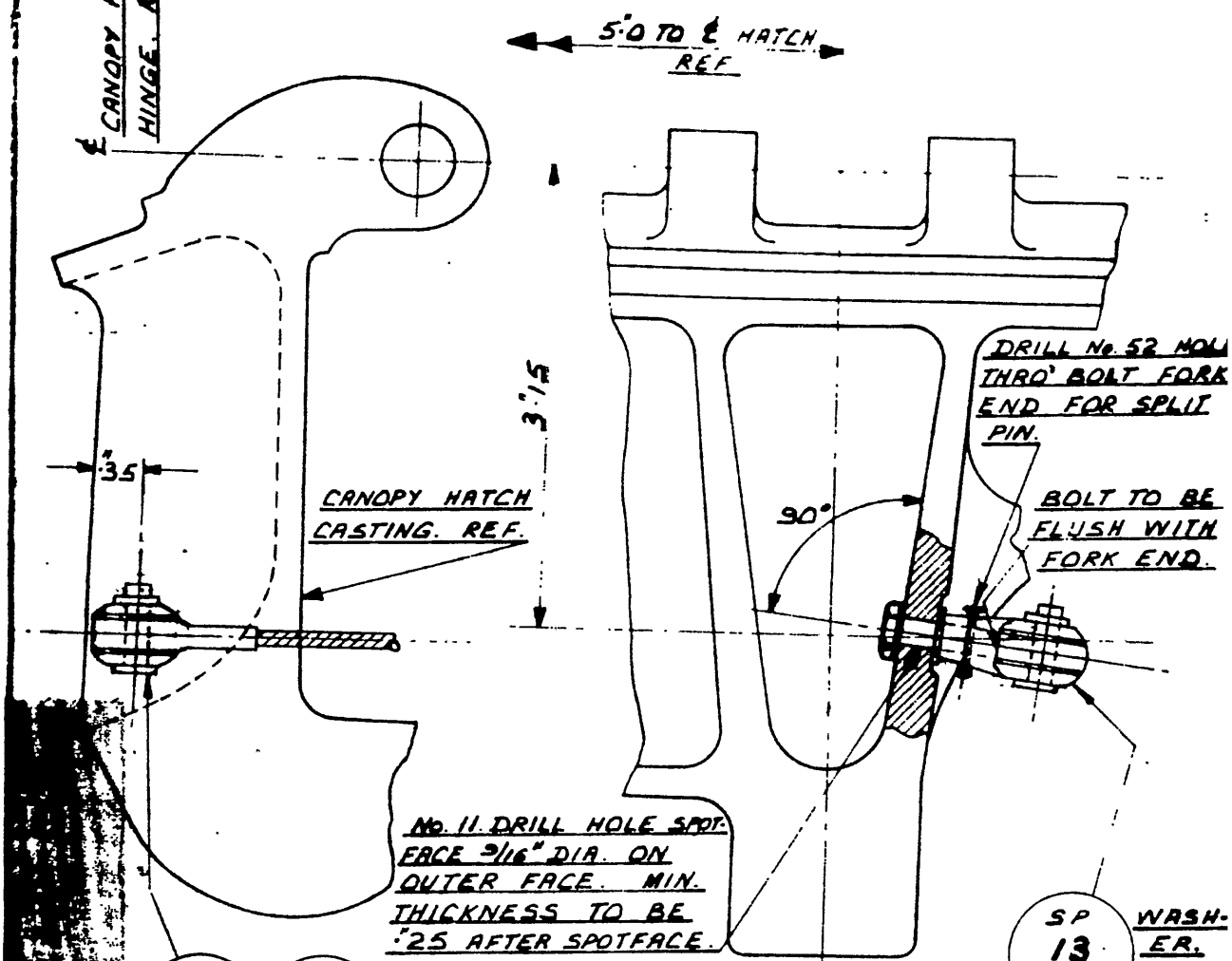
Attachments : Drawing A13293 (Issue 2) Sheets 1 and 2.

Date of Issue : 19th September 1960.

(Issued with A/L 186 - September 1960)

DO NOT SCALE

2.	Pt. No. FC15-131A, Was:- FC15-95A	7B/C



SP 13 C	SP4Y B6	H.T.S. PIN. .50 LONG. 2-OFF.
SPLIT PIN. 2-OFF.	SP 9 CB	FC15-131 A GUN SAFETY RELEASE CABLE. 2-OFF.

SEE SHEET 2. FOR ATTACHMENT TO EJECTOR SEAT GUN.

SP 13 C	WASHER. 4-OFF.
FC15 115	FORK END 2-OFF.
A25 3/C	2 B.A. BOLT 2-OFF.
SP9 CB	SPLIT PIN. 2-OFF.

NOTE:- CABLES TO BE FITTED ON BOTH PORT & STARB'D SIDE OF CANOPY.

DE-HAVILLAND DRAWING No. OOM-442 SHEET 1. OF 2. SHEETS.

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING	MOD. TO HATCH CANOPY TO FIT GUN SAFETY RELEASE CABLES TO PILOT & NAVIGATOR'S SEAT.

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	
FRACTIONS	± 1/32"	TREATMENT	SELENIOUS ACID (HOLES)	ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD 312
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A 9 (6)		SCALE		DRAWING NO	A13293
		DRAWN	W. G.	APPROVED	DRWG. A SIZE
		TRACED	J. L.	CHECKED	

DO NOT SCALE

2	Pt. No. FC15-131A, Was:- FC15-95A		7/6/43

VIEW ON SEAT GUN
SHOWING ATTACHMENT OF GUN
SAFETY SEAR RELEASE CABLE.

DE HAVILLAND DRAWING No. OOM 442 SHEET 2 OF 2 SHEETS.

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING.	ATTACHMENT OF SAFETY CABLE TO PILOT & NAVIGATOR SEAT.

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	
FRACTIONS	± 1/64"	TREATMENT		ENGINE	
ANGLES	± 1/2°	FINISH		TECH. ORDER	VAMPIRE MOD 312.
SURFACE FINISH AUSTRALIAN STANDARD		SCALE			
		DRAWN	W. A.	APPROVED	
		TRACED		ENGINEER	
				DRAWING NO.	A13293
				ISSUE	A

AAP 7277.79.V2 2 Batch prints/mods 30-40/OCR

PRESSURE REDUCING VALVE TO THE WING FUEL TANKS - RELOCATION

Reason for and Description of Modification

1. To obviate fouling and chafing between the Wing Fuel Tank Pressurising Valve and the Burner Hoses. this modification relocates the valve to provide additional clearance. At the same time the pressurising Vent Pipe is re-run to provide ease of replacement.

Application

2. This work is to be carried out on Mk 35 aircraft, Serial Nos A79-600 to A79-633 inclusive. Aircraft, Serial No A79-634 and subsequent will have this modification incorporated during manufacture.

Responsibility for Incorporation

3. This modification is to be incorporated by operating units and aircraft depots or the civilian contractor responsible for the repair of Vampire aircraft. The trade mustering responsible is airframe fitter.

Action in Respect of Spares

4. The following spares are affected and are to be modified at the direction of Headquarters Support Command:-

Ident No	Part No	Nomenclature	Remarks
(a) A79/504195	W15-1041A/1	Plane. Main, Port)	Rework to para 11(c) Op (ii) to (vi) incl and (ix) and certify for Mod No V764 on the Wing Mod Plate.
(b) A79/504196	W15-1043A/1	Plane, Main, Stbd)	

Partial modification sets for spares will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre. Units requiring partial modification sets are to demand from the De Havilland Modification Centre, Bankstown, NSW.

A partial modification set will comprise:-

For Spare (a): Items, 1 (1 off), 2 (1 off), 4 (1 off), 6 (1 off), and 7 (2 off). Set to be marked "Spares/Mod V764/A79-504195".

(Issued with A/L 181 - February 1960)

For Spare (b): Items. 1 (1 off), 3 (1 off), 5 (1 off), 6 (1 off), and 7 (2 off). Set to be marked "Spares/Mod V764/A79-504196".

~~Action in Respect of Spares~~

~~Part No~~	~~Nomenclature~~	~~No off~~
W15-1041A/1	Spare Wing, Port	1
W15-1043A/1	Spare Wing, Stbd	1

Orders Superseded or Cancelled

5. This modification cancels RAAF STI Vampire/6.

Equivalent Modifications

6. De Havilland (Aust) Mod No V764 is the equivalent modification.

Supply

7. The following parts are required to complete one modification set:-

Item	Ident No	Part No	Nomenclature	No Off	Stores Class
1	-	P15-573A	Bracket, Mounting, Reducing Valve	2	
2	-	P15-579A	Pipe, Vent, Pressurising, Port	1	
3	-	P15-580A	Pipe, Vent, Pressurising Stbd	1	
4	-	P15-575A	Pipe Assy, Pressurising, Port	1	
5	-	P15-576A	Pipe Assy, Pressurising Stbd	1	
6	T32C/5315	DHS 160A/30	Hose, Braided, $\frac{3}{8}$" I/D x 3.00" long	2	
7	H28/10154	AGS 605/00	Clip, Hose Pipe, Mark 00	4	
8	I1/9715		Wire Locking, Nickel Alloy, DTD 189, 22 SWG	AR	
9	K3/353		Varnish Pigmented Jointing Compound to Spec DTD 369A	AR	

(Issued with A/L 181 - February 1960)

Notes: (a) Items 1 to 7 inclusive will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre. Units requiring modification sets are to demand from the De Havilland Modification Centre, Bankstown, NSW.

(b) Items 8 and 9 are to be drawn from unit stores.

Disposal of Parts Removed

8. The following parts are rendered redundant by the incorporation of this modification:-

Item	Ident No	Part No	Nomenclature	No Off	Stores Class
10		P15-537	Bracket, Mounting, Reducing Valve	2	
11		P15-539A	Pipe Assy, Pressurising, Port	1	
12		P15-540A	Pipe Assy. Pressurising, Stbd	1	

Note: Items 10 to 12 inclusive are obsolete and are to be disposed of in accordance with current authorised procedure.

Disposal of Parts in Stock

9. Not applicable.

When Modification is to be Incorporated

10. The modification is to be incorporated as soon as practicable but not later than the next "D" servicing after receipt of modification sets.

Method of Incorporation

11. (a) Man-Hours Involved : Approximately 12 man-hours will be required to incorporate this modification.

(b) Special Tools, Jigs, etc: No special tools or jigs are required to incorporate this modification.

(Issued with A/L 181 - February 1960)

(c) Sequence of Operations

The following operations are applicable for both wings:-

(i) Open the Upper Inspection Panels on top of the fuselage.

(ii) Locate the Reducing Valve (P/Nos P15-491A, Port and P15-492A, Stbd) mounted on Rib 1, and disconnect the Pressurising Vent Pipe (P/Nos P15-479AND, Port and P15-480AND, Stbd) and the Pressurising Pipe (P/Nos P15-539A, Port and P15-540A, Stbd) at the Reducing Valve. Disconnect Pipe (P15-539A and P15-540A) at air pipe from engine casing and discard.

(iii) Remove the Reducing Valve Assembly from the Cowl Post, Rib 1, and retain the two attaching Screws for re-assembly.

(iv) Remove the Mounting Bracket (P/No P15-537 Ref) from the Reducing Valve Assembly and discard. Re-assemble the Reducing Valve with new Mounting Bracket, (item 1) and carry out tests as detailed in AAP 721:79/33, Vol 1, Sect 4, Chapter 2, para 20. Re-identify the Reducing Valve Assembly as Part Nos P15-491A/1 (Port) and P15-492A/1 (Stbd).

(v) Locate the Pressurising Vent Pipe (P/Nos P15-479AND Port and P15-480AND, Stbd) protruding from Rib 1 and cut it off at the welded junction of the $\frac{1}{4}$" O/D and $\frac{3}{8}$" O/D Pipes. Discard the removed portion of the Pipe. De-burr that portion of the Pipe still protruding from Rib 1, ensuring that no filings or swarf enter the Pipe.

(vi) Attach Reducing Valve Assembly (P/Nos P15-491A/1, Port and P15-492A/1, Stbd) to the Cowl Post on Rib 1 using existing Screws, (retained in operation (iii) above) and coating mating surfaces with item 9 as detailed on drawing No A13329, Sheet 1.

(vii) Connect up the Pressurising Vent Pipe (item 2, Port and item 3, Stbd) to the Reducing Valve and Join Pressurising Vent Pipes, item 2 and P15-477ND (Port) and item 3 and P15-578ND (Stbd) using Hose and Clips (items 6 and 7) as detailed on Drawing No A13329, Sheet 1.

(viii) Connect up Pipe Assembly, (item 4, Port and item 5, Stbd) to the Reducing Valve and to the Air Pipe from the Engine Casing (P/No 15 V249AND Ref) as detailed on Drawing No A13329, Sheet 1.

(Issued with A/L 181 - February 1960)

(ix) Wirelock all Unions using Locking Wire (item 8).

(x) Close the Upper Fuselage Inspection Panels.

(d) Tests

Not applicable.

(e) Recording

Record this modification on the Wing Modification Plate and in the Airframe Log Book.

Drawings

12. Drawing A13329 consisting of one sheet is issued herewith.

Effect on Weight and Balance of the Aircraft

13. The effect of this modification on the weight and balance of the aircraft is negligible.

References : Files, Department of Air, 9/84/459 and 150/8/1702

Attachment : Drawing A13329

Date of Issue : 8th February, 1960.

(Issued with A/L 181 - February 1960)

DO NOT SCALE

VIEW OF REDUCING VALVE ASS'Y. INSTALLATION
ON INBOARD SIDE OF RIB 1. PORT SIDE INSTALLATION
AS DRAWN

DE HAVILLAND DRAWING NO. 00M431 SHEET 1 OF 1 SHEET

REFERENCE	ISSUED BY		
	Department of Air Director General of Engineering		
LIMITS UNLESS STATED	MATERIAL		
DECIMALS ± .010"	SPEC.		
FRACTIONS ± 1/64"	TREATMENT		
ANGLES ± 1°	FINISH		
SURFACE FINISH AUSTRALIAN STANDARD 1306 DRWG. PRACTICE A.E.C.U.	SCALE		
	DRAWN	APPROVED	
	TRACED	CHECKED	

TITLE: PRESSURE REDUCING VALVE TO THE WING FUEL TANKS - RELOCATION.

COMPONENT OF

MACHINE: Vampire

ENGINE

TECH. ORDER: Vampire Mod No. 313

DRAWING NO: A/3329

DRWG. SIZE: A

Class 2

CANOPY HATCH RELEASE LEVER - STRENGTHENING

Reason for and Description of Modification

1. This modification authorizes the introduction of steel lever arms i lieu of the existing light alloy ones. The increased strength is required a cases have been reported of the fracturing of lever arms.

The following modifications must be incorporated either prior to or concurrently with this order.

RAAF Mod	DH Mod	Title
140	V641	Improved Canopy
161	V642	To introduce Martin Baker Mk 3B Ejection Seats.

Application

2. This work is to be carried out on all Vampire Mk 33/35A aircraft an on Mk 35 aircraft A79/600 to A79/660 inclusive. Aircraft A79/661 and subseq will be modified during production.

Responsibility for Incorporation

3. This modification is to be incorporated by operating units and airc depots or the civilian contractor responsible for the repair of Vampire airc The trade mustering is airframe fitter.

Action in Respect of Spares

4. Not applicable.

Orders Superseded or Cancelled

5. No orders are superseded or cancelled by the incorporation of this modification.

Equivalent Modification

6. De Havilland Aust Mod V767 is an equivalent modification.

Supply

7. The following parts are required for one complete modification set.

(Issued with AL 175 - December, 1959)

Item No	Ident No	Part No	Nomenclature	No off per set	Stores Class
1		FC15-99AND	Arm, lever assy	1	
2	H128F/32675 (Z) NIV	AS156/512 AS2227/512	Rivet, Al Al) Alter- Rivet, Al Al) natives	2	
3	H28B/12462	SP9/C8	Pin, split, 1/16 D x 1.0"	2	
4	K3/321		Enamel, cellulose, black, spec K18	AR	

Notes: (a) Items 1 and 2 will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre. Units requiring modification sets are to demand from De Havilland Modification Centre, Bankstown, NSW.

(b) Items 3 and 4 are to be drawn from unit stores.

Disposal of Parts Removed

8. The following parts will be rendered redundant by the incorporation of this modification.

Item No	Ident No	Part No	Nomenclature	No off per set	Stores Class
5		FC15-53ND	Arm, lever	1	
6		15FC2591ND	Grip, hand, plastic tube, DHS373	1	

Note: Items 5 and 6 are to be disposed of in accordance with current authorised procedure.

Disposal of Parts in Stock

9. Not applicable.

Wher Modification is to be Incorporated

10. The modification is to be incorporated as soon as practicable but not later than the next "D" servicing after receipt of parts.

Method of Incorporation

11. (a) Man-Hours Involved : Approximately 3 man-hours will be required to incorporate this modification.

(Issued with AL 175 - December, 1959)

(b) Special Tools, Jigs, &c : No special tools or jigs are required to incorporate this modification.

(c) Sequence of Operations :

(i) Locate operating handle positioned underneath hatch dampe: strut.

(ii) Disconnect spring Part No 15FC2597 from operating handle.

(iii) Remove bolts connecting operating handle to operating links and tie beam assy and remove operating handle from aircraft. Retain the removed bolts, washers and nuts for re-installation.

(iv) Remove the 2 rivets and disconnect the welded end fitting. Retain end fitting for re-assembly and discard lever arm complete with plastic handle grip and eyebolt.

(v) Install the end fitting retained in operation (iv) into new lever arm, item 1. Position stop arm on end fitting at top of lever, then drill 2 - 5/32" dia holes from pilot holes in lever, to suit existing holes in end fittir Fit rivets, item 2, to retain end fitting.

(vi) Repart No the operating handle as FC15-41A/1.

(vii) Re-install the operating handle and secure with bolts, washers and nuts removed in operation (iii). Lock with new split pins (item 3).

(viii) Reconnect the spring to operating handle. Restore external finish where necessary, using item 4.

(d) Test : Operate handle to check for proper functioning.

(e) Recording : Record this modification in the Airframe Log Book.

Drawings

12. No drawings are required.

(Issued with AL 175 - December, 1959)

AAP 721:79, VOLUME 2, PART 2

VAMPIRE MODIFICATION NO 317

Class 2

TO MAKE PROVISION FOR AN AIRCRAFT FATIGUE METER MK 2B (IDENT NO G6A/5028)

Reason for and Description of Modification

1. The Fatigue Meter is desiable to provide a means of recording the history of "G" loadings imposed on the structure during the life of the aircraft.

(a) for statistical purposes,

(b) to record the loadings up to a short time prior to any incidents,

(c) for advanced warning if aircraft are being subjected to manoeuvre loads approaching the limits.

This modification, therefore, makes provision for the fitment of a Fatigue Meter Mk 2B in all aircraft and the meter will be supplied and fitted to aircraft by the RAAF as and when required.

Application

2. This modification is to be carried out on all Vampire Mk 35A aircraft, and all Vampire Mk 35 aircraft, Serial Nos A79-600 to A79-660 inclusive. Aircraft A79-661 onwards will have this modification incorporated during manufacture.

Responsibility for Incorporation

3. This modification is to be incorporated by operating units, aircraft depots and the civilian contractor responsible for servicing Vampire aircraft. The trade musterings responsible are airframe, electrical and instrument fitters.

Action in Respect of Spares

4. Not applicable.

Orders Superseded or Cancelled

5. No orders are superseded or cancelled by the introduction of this modification.

Equipment Modifications

6. DH (Aust) Mod No V770 is the equivalent modification.

Supply

7. The following parts are required for one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1		F15-911	Bracket Mounting	1	
2		N15-1187A	Cable Assy	1	
3		N15-1201A	Cable Assy	1	
4	G5A/28712	AS2633	Block Terminal, 2 Way	1	
5	G5A/28716	AS2601	Cover	1	
6	G5A/28722	AS2605	Socket, Clamp, Single Tier	2	
7	G5A/2819	AS2672	Ferrule, Cable End	2	
8	G5C/879		Fuse, 2.5 Amp Type "S"	2	
9	G5C/500057		Sleeve	1	
10	G5C/500313		Thimble	1	
11	H28/12512	A25/1C	Bolt, HTS, Hex Hd, 2BA x 0.55" long	4	
12	H28C/11069	AGS2035C	Washer, Lock, Shakeproof, Steel, .195" I/D x .40" O/D x .021" thick	4	
13	H28C/12252	SP13/C	Washer, MS, Thin, 0.202" I/D x 0.391" O/D	4	
14	H28C/2310	AGS252/39	Woodscrew, Brass, Rd Hd, No 6 x 3/4" long	2	
15	H28/26078	DHS103 Mk 2	Ferrule, Brass, Hex, 2BA	4	
16	H28/14041	AS3180/8B	Clip, Rubber Covered	1	
17	G5E/30155		Cable, AA20 One Core Vin, Spec AS No 2U1	10 ft	
18	G5F/20056		Tubing, Insulating, PVC 3 mm I/D Black	6 ft	
19	I32B/500082		Lacing, PVC, Black 1/16" dia	AR	
20	K4/191		Paper, Glass, No 1	AR	

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
21	W3/1372		Brad, Brass, 20 SWG 1/2" long	AR	
22	K3/353		Varnish Pigmented Compound Jointing, Spec DTD369A	AR	
23	K3/407		Glue, Beetle, Type A	AR	
24	K3/411		Hardener, Beetle, W15 (Violet)		
	or				
	K3/412		Hardener, Beetle, GP30 (Yellow)		
	or				
	K3/410		Hardener, Beetle, 2B (Blue)	AR	
25	K4/10612		Lacquer, Tropic Proofing, BALM S2027	AR	
26	K3/322		Enamel, Cellulose, (Green)	AR	

Notes: (a) Items 1 to 16 inclusive will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre. Units requiring modification sets are to demand from the De Havilland Modification Centre, Bankstown, NSW.

(b) Items 17 to 26 inclusive are to be drawn from unit stores.

Disposal of Parts Removed

8.

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
27	G5C/884		Links, End	1	

Note: Item 27 is to be examined and if serviceable returned to unit stores.

Disposal of Parts in Stock

9. Not applicable.

When Modification is to be Incorporated

10. The modification is to be incorporated as soon as practicable but not later than the next "D" servicing after modification sets are available.

Method of Incorporation

11. (a) Man-Hours Involved : Approximately 30 man-hours will be required to incorporate this modification. (Man-hours required for Pre-Installation checks called for in para 11(c) (xiv), not included).

(b) Special Tools, Jigs, &c. : Ident No G5X/3186 Pt No CZ50125 Plessey Crimping Tool - Light Duty.

(c) Sequence of Operations :

(i) Open nose cap and disconnect aircraft batteries.

(ii) Disarm and remove Pilot's and Navigator's ejection seats in accordance with current authorised procedure.

(iii) Open ammunition bay and gun bay doors.

(iv) Remove ladder from its stowed position in the ammunition bay.

(v) Still working in the ammunition bay, refer to sheet 1, of drawing A13338 and rework the front face of bulkhead No 3, as detailed in paragraph (vi) to (xii) inclusive.

(vi) Mark off on the front face of the bulkhead the position of the four 2BA ply ferrules, (item 15) for the fatigue meter mounting bracket.

(vii) Using a suitable 0.75 in dia bit and an angle drill, counterbore to a depth of 0.43 in.

(viii) Remove the finish from the bulkhead back to the bare wood over an area slightly larger than that of the ply ferrules, using glass paper No 1, (item 20).

(ix) Apply a liberal film of glue, (item 22) to the bare wood on the bulkhead, and a coat of hardener, (item 24) to the mating surface of the ply ferrules.

(x) Pin the ply ferrules in position using brass brads, (item 21).

(xi) Allow at least four hours for the adhesive to set. Failure to observe this time will result in "crazing" of the cement and a subsequent loss in adhesive strength.

(xii) Repair the finish to the bulkhead by applying a coat of tropic proofing lacquer, (item 25) to the ply ferrules and the surrounding area, then allow to dry for 48 hours. Finally, apply green cellulose enamel, (item 26).

(xiii) Refer again to sheet 1, of drawing and install the Fatigue Meter mounting bracket, (item 1) using attachment parts, (item 11, 12 and 13). Apply jointing compound, (item 22) between mating surfaces.

(xiv) Install Fatigue Meter to mounting bracket, previously installed in sub-para (xiii), using attachment bolts, supplied with Fatigue Meter, after ensuring that the pre-installations checks given in AP1275A Vol 1, Section 12 Chapter 4, have been carried out.

Note: This paragraph is only applicable as and when required by the RAAF.

(xv) Still working in the ammunition bay, refer to sheet 2 of drawing, A13338 and install the new two way terminal block, (item 4) on the aft face starboard side of bulkhead No 2, using screws, (item 14) and fit the socket clamps, (item 6).

(xvi) Locate existing cable loom C12A, in the gun bay at the plug sealing plate on bulkhead No 2, uncouple it from the bulkhead and modify as detailed in paras (xvii) to (xxiii) inclusive.

(xvii) Remove lacing from the large outer PVC tubing.

(xviii) Dismantle the socket and slide back the outer ferrule and the large PVC tubing.

(xix) Cut a 6 ft length of cable, (item 17) and feed it through the large PVC tubing and ferrule. Bare back end of cable to 0.5" and connect it to the spare pin "T" at the socket, using sleeve, (item 9) and thimble, (item 10).

(xx) Slide on the PVC tubing and outer ferrule and reassemble the socket.

(xxi) Slide 3 mm I/D PVC tubing, (item 18) over the new cable and telescope it for 1.0" into the large PVC tubing and bind the open ends with PVC lacing, (item 19).

(xxii) Finish off cable end by assembling ferrule, (item 7) and code cable "F.M.+".

(xxiii) After reworking cable loom, alter Part Number to N15-1193A.

(xxiv) Reconnect cable loom C12A, to the sealing plate at bulkhead No 2 and route the new cable, (coded F.M.+) with the existing cables up the ammunition bay starboard side, and on the aft face of bulkhead No 2 and connect to the new terminal block installed in para (xv). Bind the cable to existing cables using lacing, (item 19). Use existing cable clips where convenient.

(xxv) Install new cable assembly, (item 2) by connecting the socket to the Fatigue Meter on bulkhead No 3 and binding the cable to the bracing strut between bulkheads Nos 2 and 3 and to the existing cables on bulkhead No 2 using lacing, (item 19).

Note: If the Fatigue Meter is not being installed at this stage, ensure that length of cable is left for connection when required, and that the socket is blanked off with the protective cap provided, and then laid back along and bound to the bracing strut between bulkheads, using lacing, (item 19).

(xxvi) Connect this cable to the new terminal block on bulkhead No 2 with the core coded F.M.+ on the same terminal as the cable fitted in para (xxiv).

(xxvii) Connect cable assy, (item 3) to the terminal block.

(xxviii) Fit terminal block cover, (item 5).

(xxix) At the Voltage regulator and cut-out unit on bulkhead No 2, aft face, connect the cable fitted in para (xxvii) to terminal No 4, (third terminal from inboard end).

(xxx) On the aft face of bulkhead No 2, between the suppressor unit and the voltage regulator, remove the existing "P" clip and replace with new "P" clip, (item 16). Clip together the existing cables and the two cables from the newly installed terminal block.

(xxxi) At junction box No 1 in the cockpit, disconnect all sockets from their respective plugs and remove the box from the aircraft retaining all screws and washers for reassembly.

(xxxii) Rework junction box No 1 as detailed in paras (xxxiii) to (xliii) inclusive.

(xxxiii) Remove the end link, (item 27) between fuses No 9 and No 10.

(xxxiv) Disconnect cable, coded "GA2+", from fuse No 9 and reconnect to fuse No 10.

(xxxv) Cut a 11.0" length of cable, (item 17), bare back both ends to 0.5", and code F.M.+. Connect one end to fuse position 9 and the other end to pin "T" of C12.

(xxxvi) Cut a 12.0" length of cable, (item 17), bare back both ends to 0.5" and code U11. Connect one end of the cable to fuse 9, (opposite side to the cable previously installed in para (xxxv)), and the other end to the vacant terminal on terminal block "B".

(xxxvii) Disconnect cable coded U11, from pin "T", plug C15 and reconnect it to terminal block "B" with the previously installed new cable (para xxxvi).

(xxxviii) Cut a 21.0" length of cable, (item 17), bare back ends to 0.5" and code U11. Connect one end to pin "T" of plug C15 and the other end to terminal block "B" with the two previously installed cables and replace terminal block cover.

(xxxix) Route new and rerouted cables with existing cables and bind with PVC lacing, (item 19).

(xl) Fit one working fuse, (item 8) to fuel position No 9.

(xli) Modify the transfer on the relevant fuse box cover as follows, using white ink and printing in capitals:-

9 - 2.5 - FATIGUE METER

(xlii) Fit spare fuse, (item 8) to inside of fuse box, cover and refit cover to fuse box.

(xliii) After reworking junction box, alter Part Number to N15-617A/2.

(xliv) Replace Junction box No 1 in aircraft, using two 2BA screws, plain washers and shakeproof washers, retained in para (xxxi) and reconnect all sockets to their respective plugs.

(xlv) Replace ladder in ammunition bay.

(xlvi) Close ammunition bay and gun bay doors.

(xlvii) Replace and rearm the Pilot's and Navigator's ejection seats in accordance with current authorised procedure.

(xlviii) Reconnect the aircraft batteries and close nose cap.

(d) Tests : Test all electrical circuits disturbed during the embodiment of this modification.

(e) Recording : Record this modification in the airframe log book.

Drawings

12. Drawing A13338 consisting of two (2) sheets issued herewith.

Effect on Weight and Balance of the Aircraft

13. Amendments to Weight Sheet Summaries will be consolidated and issued by Department of Air.

The effect of this modification on the weight and balance of the aircraft is as follows:-

Item	Weight (lb) ±	Arm (in) ±	Moment (lb in) ±
Fatigue meter (Mk 2B)	+ 4	- 30.0	- 120
Mounting	+ 0.6	- 30.45	- 18

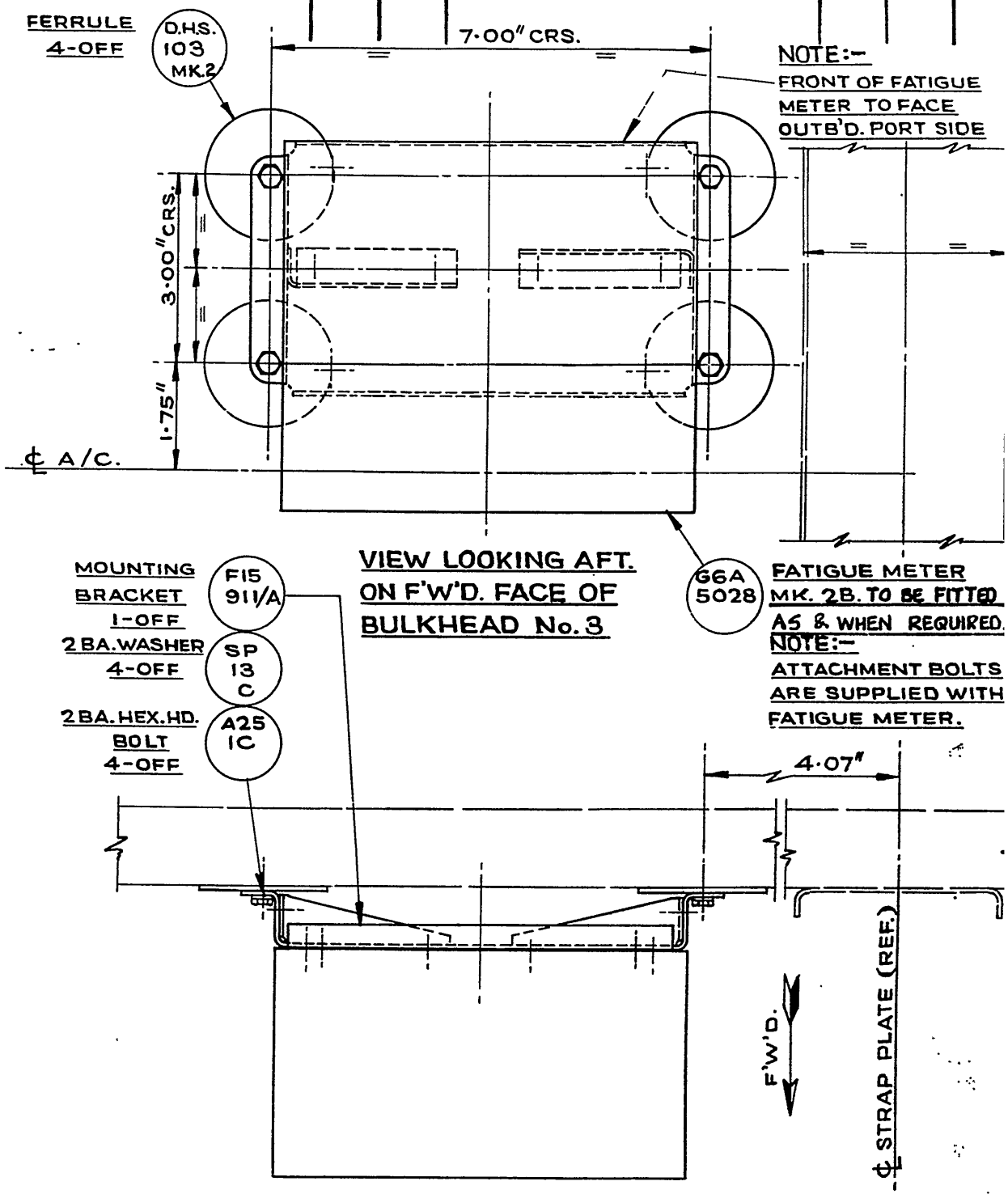
References : Files, Department of Air, 9/84 , 150/8/1893.

Attachments : Drawing A13338 Sheets 1 and 2.

Date of Issue : 5th July, 1960.

DO NOT SCALE

ISSUE NO	DATE	ALTERATION	D.I.L	INITIALS	APPD'S



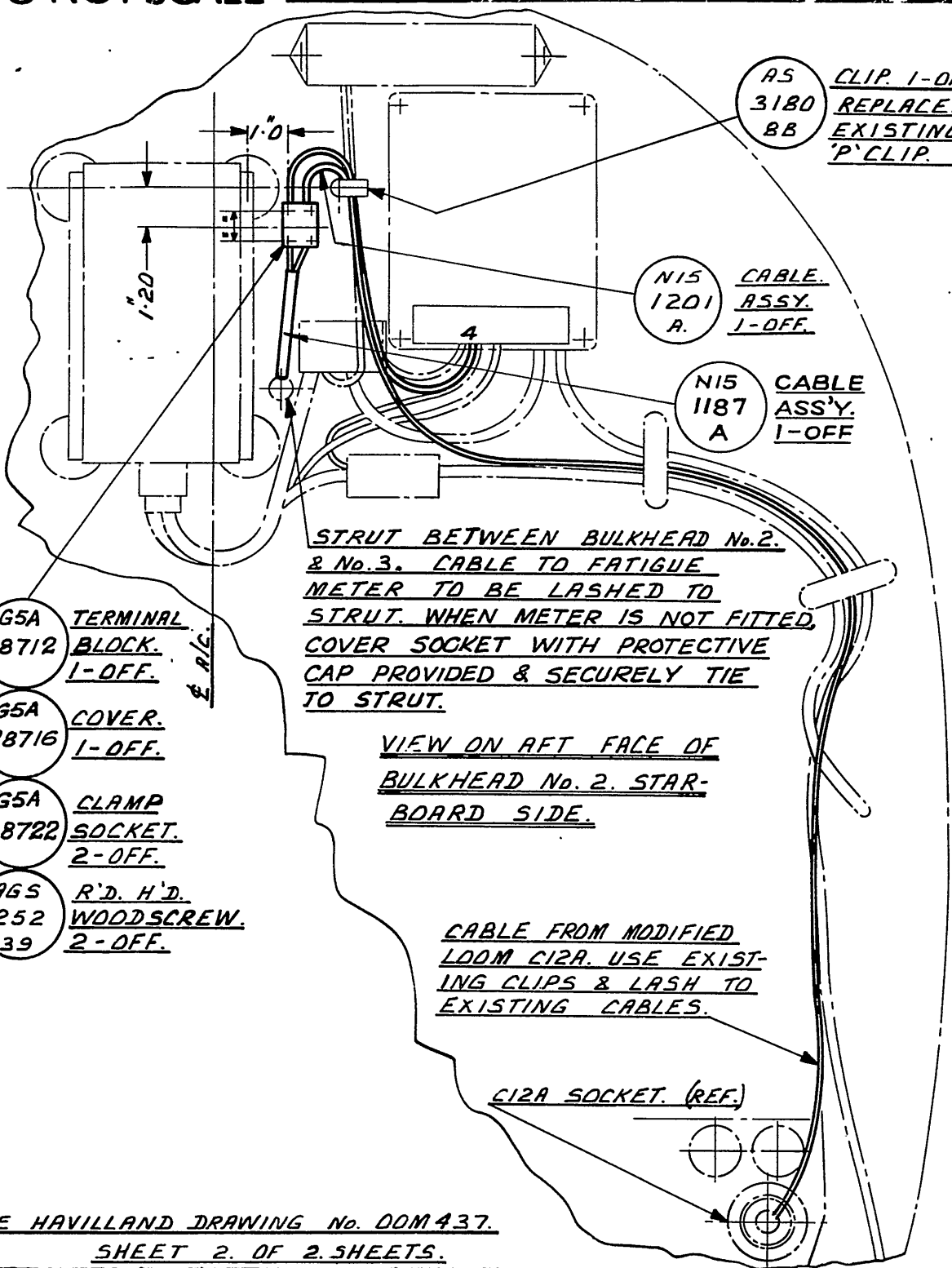
DE HAVILLAND DRAWING No. 00M 437 SHEET 1 OF 2 SHEETS

REFERENCE	ISSUED BY	TITLE
		INSTALLATION OF FERRULES ON BULKHEAD No.3 FOR FATIGUE METER

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD 317
SURFACE FINISH AUSTRALIAN STANDARD ENG DWG. PRACTICE A.S.(Z)1		SCALE		DRAWING NO.	A13338 SHEET 1 OF 2
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. I. L	INITIALS	APPROVED



DE HAVILLAND DRAWING No. 00M437.
SHEET 2. OF 2. SHEETS.

REFERENCE	ISSUED BY	TITLE
		INTRODUCTION OF FATIQUE METER WIRING ON AFT FACE OF BULKHEAD No. 2.

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD 317
SURFACE FINISH AUSTRALIAN STANDARD ENG DRWG. PRACTICE A.S.C.21		SCALE		DRAWING NO.	A13338 SHEET 2 OF 2
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

Class 2

TO INTRODUCE A COVER PLATE OVER THE RP RELAY AND RESISTANCE UNIT MOUNTED ON THE REAR FACE OF BULKHEAD NO 4

Reason for and Description of Modification

1. Cases have been discovered, both during production and on aircraft returned for servicing, where the electrical connecting plugs and sockets of the RP Relay and Resistance Unit have been damaged. This modification introduc a guard plate over the unit.

Application

2. This modification is to be carried out on all Mk 33/35A aircraft and Mk 35 aircraft A79-600 to A79-660 inclusive. Mk 35 aircraft A79-661 and subsequent will be modified during manufacture.

Responsibility for Incorporation

3. This modification is to be incorporated by operating units and aircraft depots or the civilian contractor responsible for the servicing of Vampire aircraft. The trade mustering responsible is airframe fitter.

Action in Respect of Spares

4. Not applicable.

Orders Superseded or Cancelled

5. No orders are superseded or cancelled by the incorporation of this modification.

Equivalent Modifications

6. De Havilland (Aust) Mod V768 is the equivalent modification.

Supply

7. The following parts are required to complete one modification set.

Item No	Ident No	Part No	Nomenclature	No off per set	Stores Class
1	-	N15-1175	Guard Plate	1	
2	H28C/2858	A32/A12	Screw, MS, Rd, Head, 6BA x $\frac{3}{8}$" long	2	
3	H28/27023	Ags 2001/A/1	Nut, MS Hec, 6BA, Nyloc insert	2	

(Issued with AL 174 - December 1959)

Note: Items 1 to 3 inclusive will be delivered from De Havilland Aircraft Pty Ltd. to the De Havilland Modification Centre. Units requiring modification sets are to demand from the De Havilland Modification Centre, Bankstown, NSW.

Disposal of Parts Removed

8. Not applicable.

Disposal of Parts in Stock

9. Not applicable.

When Modification is to be Incorporated

10. The modification is to be incorporated as soon as practicable but not later than the next "D" servicing after receipt of modification sets.

Method of Incorporation

11. (a) Man-Hours Involved : Approximately 5 man-hours will be required to incorporate this modification.

(b) Special Tools, Jigs, &c : No special tools or jigs are required to incorporate this modification.

(c) Sequence of Operations :

(i) Open canopy hatch and disarm Pilot's and Navigator's ejection seats in accordance with current authorised procedure.

(ii) Open nose cap and disconnect aircraft batteries.

(iii) Open and stay the starboard upper engine inspection door.

(iv) Locate the junction box 2 on the top starboard side of the fireproof bulkhead and without disconnecting any of the electrical wiring release the junction box cover by unfastening the four 'Dzus' fasteners.

(v) Working inside the released junction box cover remove the two top RP relay and resistance unit attachment screws and nuts and discard.

(Issued with AL 174 - December 1959)

(vi) Insert the guard plate (item 1) between the top two lugs of the RP relay and resistance unit and the junction box cover with the flange of the guard plate to the top and facing aft. Secure resistance unit and guard plate to junction box cover with screws (item 2) and stiffnuts (item 3) 2 off each.

(vii) Refit cover to junction box 2 and secure by fastening the four 'Dzus' fasteners.

(viii) After reworking junction box 2 alter Part No to N15-155A/3.

(ix) Close the starboard upper engine inspection door.

(x) Reconnect aircraft batteries and close nose cap.

(xi) Re-arm the Pilot's and Navigator's ejection seats as and when necessary. Close canopy hatch.

(d) Tests : Not required.

(e) Recording : Record this modification in the airframe log book.

Drawings

12. No drawings are issued in conjunction with this modification.

Effect on Weight and Balance of the Aircraft

13. The effect of this modification on the weight and balance of the aircraft is negligible.

References : Files, Department of Air, 9/84/1057 and 150/8/1774

Date of Issue : 7th December 1959

(Issued with AL 174 - December 1959)

UNDERCARRIAGE FLASHING WARNING LIGHT WHEN THE UNDERCARRIAGE SELECTOR LEVER IS NOT SELECTED TO THE FULLY DOWN POSITION - INTRODUCTION

Reason for and Description of Modification

1. It is possible, if the undercarriage lever is not selected to the fully down and locked position, to make an inadvertent selection during landing approach and retract the undercarriage.

This modification introduces a micro-switch which operates the undercarriage, flashing, warning light when the selector lever is not locked in the fully down position.

Application

2. This work is to be carried out on Vampire Mk 35A aircraft and Vampire Mk 35 aircraft Serial Nos A79-600 to A79-660 inclusive except aircraft Serial No A79-651 which was modified as a trial installation.

Aircraft A79-661 and subsequent will have this modification incorporate during manufacture.

Responsibility for Incorporation

3. Operating units, aircraft depots and contractors concerned are responsible for the incorporation of this modification. The trade mustering responsible is electrical fitter.

Action in Respect of Spares

4. The following spares are affected and are to be modified at the direction of Headquarters Support Command:-

Ident No	Part No	Nomenclature	Remarks
(a) A79/504187	CE15-49A/5	Box, Control, Engine, Port	Rework to paras 11(c) (vi), (vii) and (x) and re-identify as Part No CE15-49A/6 and Ident No A79/504342.
(b) A79/504188	CE15-357A	Lever Assy, U/C Selector	Rework to paras 11(c) (vii) and re-identify as Part No CE15-383A and Ident No A79/504349

(Issued with A/L 200 - June 1960)

Partial modification sets for spares will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre. Units requiring partial modification sets are to demand from the De Havilland Modification Centre, Bankstown, NSW.

A partial modification set will comprise:-

For Spare (a) Items 1, 2, 5, Set to be marked "Spares/Mod V771/A79-504187"

For Spare (b) Items 2 and 5, Set to be marked "Spares/Mod V771/A79-504188".

Orders Superseded or Cancelled

This modification supersedes and cancels Vampire Modification No 288 (De Havilland Aust Mod V743).

Note: Modification sets for RAAF Mod No 288 (DH Aust Mod No V743) are obsolete and are to be disposed of in accordance with current authorised procedure.

Equivalent Modifications

6. De Havilland Aust Mod V771 is the equivalent modification.

Supply

7. The following parts are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No off per Set	Stores Class
1	N/I	CE15-391A	Switch Micro, Bracket and Cable Assy	1	
2	A79/504360	CE15-371A	Stud, Contact Assy	1	C
3		FS15-589ND	Plug, Spruce	1	
4		N15-1211A	Cable Assy	1	
5	H28/13017	A24/ET	Nut, Lock, S Steel, ¼" RH Thread	1	
6	H28/26077	DHS103 Mk 1	Ferrule, Brass	1	
7		H608	Terminal, Hoelle	1	
8	G5A/28647	AS2673	Ferrule, Cable End, 7 AMP	1	
9	G5A/28723	AS2606	Socket, Terminal, Double Tier, 19 AMP	2	
10	K3/321		Enamel, Cellulose, Black, Spec K18 or DTD 745	AR	
11	I32B/500082		Lacing, PVC Black, 1/16" dia	AR	

Notes: (a) Items 1 to 9 inclusive will be delivered from the De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre. Units requiring modification sets are to demand from the De Havilland modification Centre, Bankstown, NSW.

(b) Items 10 and 11 are to be drawn from unit stores.

Disposal of Parts Removed

8. The following parts will be removed by the incorporation of this modification:-

Item No	Ident No	Part No	Nomenclature	No off per Set	Stores Class
12	A79/501932	00L213A	Lever, Actuating	1	C
13	A79/504189	CE15-349	Bracket, Micro Switch Mounting	1	C
14	A79/504190	CE15-351A	Stud, Contact Assy	1	C
15	G5C/4639		Switch, Micro Mk 4A 5 amp	1	A

Notes: (a) Items 12, 13 and 14 are to be discarded.

(b) Item 15 is to be the subject of a Board of Survey.

Disposal of Parts in Stock

9. Stocks of items 12, 13 and 14 will be declared obsolete upon publication of the relevant "N" Order.

When Modification is to be Incorporated

10. This modification is to be incorporated as soon as practicable and not later than the next "D" servicing of aircraft.

Method of Incorporation

11. (a) Man-Hours Involved : Approximately 35 man-hours are required to incorporate this modification.

(b) Special Tools, Jigs, etc: No special tools or jigs are required to incorporate this modification.

(c) Sequence of Operations :

(i) Open the nose cap and disconnect the aircraft batteries.

(ii) Ensure that the main undercarriage is locked in accordance with AAP 721:79/33 Vol 1, Sect 2, Chap 1, Para 3 and that the nose of the aircraft is trestled.

(iii) In accordance with current authorised procedure disarm and remove both ejection seats.

(iv) Remove the starboard, false, floor panel (Part No F15-791A) which is located immediately forward of the starboard, control column. Retain the attachment bolts for replacement of the panel in Operation (xvi).

(v) Disconnect the undercarriage, selector, micro switch cable from the connector block positioned on the port cockpit wall below the engine control box.

(vi) Remove the micro switch bracket (item 13) complete with the actuating lever (item 12) and the micro switch (item 15) and cable assembly, by unscrewing the two 2BA screws which secure the bracket to the gate. Retain the attachment screws, nuts and washers for assembling the new bracket in operation (x). Disconnect and remove the redundant cable assembly from the micro switch (item 15).

(vii) Refer to Drawing Sheet 1. Remove from the undercarriage selector lever the existing contact stud assembly (item 14) and replace with new contact stud assembly (item 2). Using a new nut (item 5) for assembly, and centre punch in three places to lock. Using item 10, finish any exposed surfaces black. Repart No as CE15-383A.

(viii) Referring to Drawing Sheet 2, locate a "P" clip on the port cockpit wall immediately aft of the engine control box. Remove this clip and retain it for reassembly. Remove the existing ferrule to which this clip was attached and plug the hole left in the fuselage wall with the spruce plug (item 3). Reposition and fit new ferrule (item 6) to the above drawing and replace the "P" clip. Using item 10, refinish any exposed surfaces black.

(ix) Operate the undercarriage selector lever to ensure that the contact stud does not foul the cables which are secured by the repositioned "P" clip.

(x) Working to Drawing Sheet 1, and using the attaching items, which were retained in operation (vi), assemble the micro switch, bracket and cable assembly (item 1) to the control box gate. Repart number the box CE15-49A/6.

(Issued with A/L 200 - June 1960)

(xi) Lower the instrument panel, in accordance with current authorised procedure, to gain access to the cables running across the aft face of bulkhead No 1.

(xii) Using items 8 and 9 rework the "UL+" socket on the starboard, cockpit wall to drawing Sheet 2.

(xiii) Run the cable assembly (item 4) as per Drawing Sheet 2. Run the cable assembly under all existing clips and whip, wherever necessary, (with item 11), to existing cables. Whip the "U12" cable to the oxygen pipe on the starboard cockpit wall and feed it through the rubber grommet (for the oxygen pipe) on the outboard edge of the forward starboard, false, floor panel (Part No F15-685A ref) and continue the run with the pipe. Remove the lid of the flasher relay which is situated on the starboard cockpit floor. Feed the "U12" cable through the rubber grommet in the end of the flasher relay box and add the terminal (item 7). Make the connection in the box and replace the lid. Connect the "UL+" cable to the connector block on the starboard wall. Make the "UL+" and "U12" connections in the port wall, connector blocks and code the lids "UL+" and "U12". Raise and secure Instrument Panel.

(xiv) Connect the cable from the micro switch assembly, on the engine control box, to their respective terminals, "UL3", "UL2", "UL+" and "U12" on the port wall connector blocks.

(xv) Carry out all tests as laid down in Operation 11(d).

(xvi) Replace the false floor panel, which was removed in Operation (iv), using the attachment bolts which were retained in this operation.

(xvii) Refit and arm both ejection seats in accordance with current authorised procedure.

(xviii) Re-connect the aircraft's batteries and close the nose cap.

(d) Tests

Carry out a function test of the undercarriage as follows:-

(i) Ensure that the main undercarriage is still locked as called for in Operation 11 (c) (ii), and nose is still trestled.

(ii) With a 24V power supply connected to the aircraft and with the micro switch on the port main undercarriage depressed, select the undercarriage "UP" and ensure that the undercarriage lever lock operates correctly

(iii) Wi
th
Th
be
Al
sh
do
sl
an
th

(iv) Re
en
lo
th

(e) Recordin

Record t

Amend sub-paragraph (iii) to read as follows:- AL 224

(iii) With throttle lever in the wide open position move the undercarriage lever out of it's down lock position. The undercarriage flashing warning light should begin to flash immediately the lever leaves the slot (i.e:- the contact stud engages with the outboard leaf spring only and operates the outboard micro switch only). Then moving the lever up (selecting U/C up) check that the inboard micro switch is operated when the lever has travelled approximately $\frac{1}{4}$" as measured along the gate. This ensures that the outboard micro switch is actuated before the inboard micro switch. Also, when the lever is moved down the warning light should flash until the lever moves back into the down lock slot. Adjustment may be obtained by slackening off the switch bracket attaching screws and by moving the switch assembly up or down, or by resetting the leaf springs to give the above requirements. (The springs must not be altered unless absolutely necessary).

Drawings

12. RAAF Drawing A13463, consisting of two (2) sheets is issued herewith.

Effect on Weight and Balance of the Aircraft

13. The effect on the weight and balance of the aircraft is negligible.

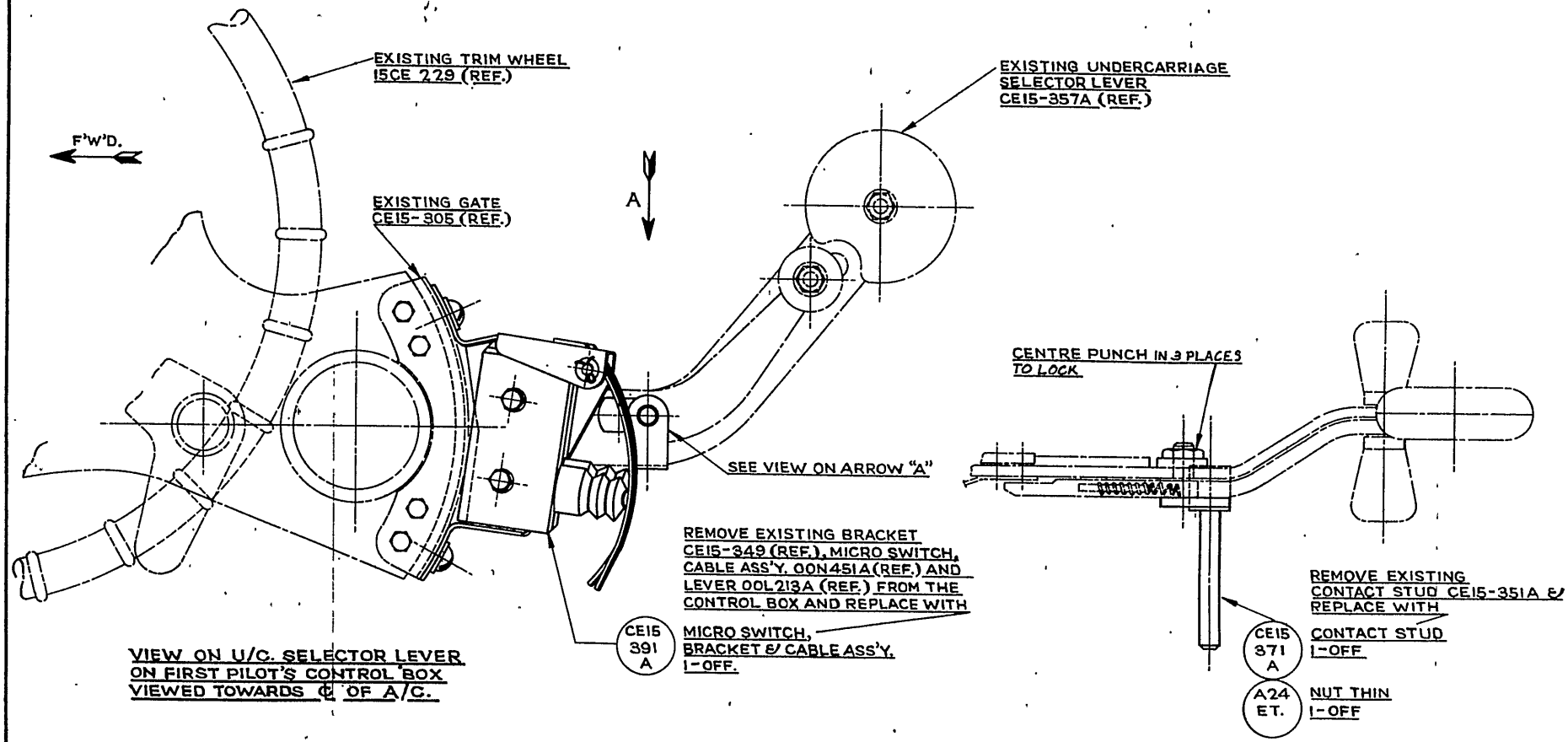
References : Files, Department of Air, 150/8/2198, 150/4/8621 II and 9/84/206

Attachment : Drawing A13463 Sheets 1 and 2

Date of Issue : 21st June, 1960.

(Issued with A/L 200 - June 1960)

DO NOT SCALE



DE HAVILLAND DRAWING 00M452. SHEET 1 OF 2 SHEETS

ISSUE NO.	DATE	ALTERATION	B.I.L.	INITIALS	APPROVED

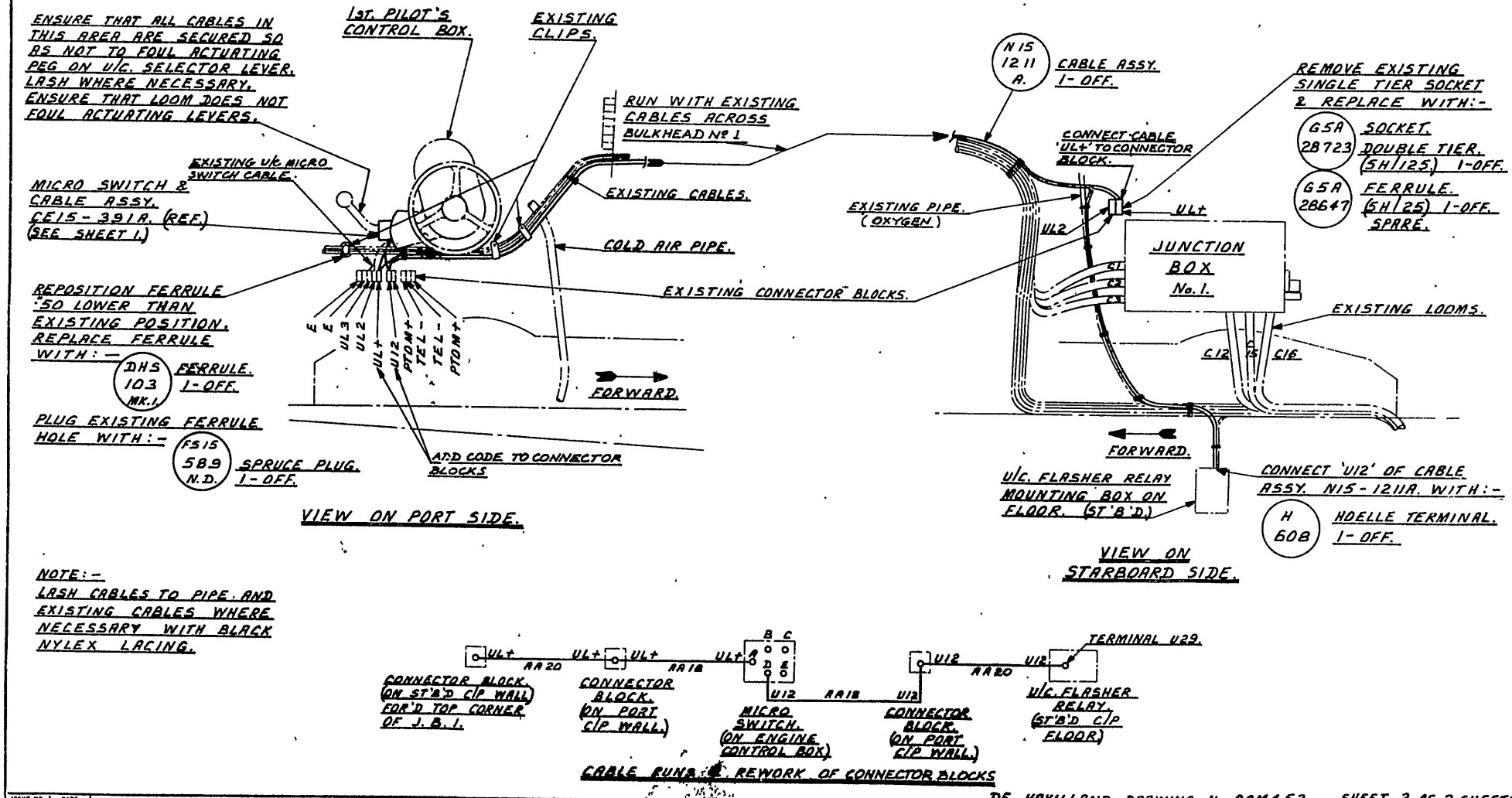
REFERENCE	ISSUED BY

LIMITS UNLESS STATED		MATERIAL	
DECIMALS	± .010"	SPEC.	
FRACTIONS	± 1/32"	TREATMENT	
ANGLES	± 1°	FINISH	
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.C.2)		SCALE	
		DRAWN	APPROVED
		TRACED	CHECKED

TITLE: UNDERCARRIAGE LEVER DOWN LOCK WARNING.

COMPONENT OF	
MACHINE	
ENGINE	
TECH. ORDER	VAMPIRE MOD 320
DRAWING NO.	A-13463 SHEET 1 OF 2
DRWG. SIZE	B

DO NOT SCALE



ISSUE NO.	DATE	ALTERATION	B.I.L.	INITIALS	APPROVED
1					

DE HAVILLAND DRAWING No. DOM452. SHEET 2 OF 2 SHEETS.

REFERENCE	ISSUED BY

LIMITS UNLESS STATED		MATERIAL	
DECIMALS	± .010"	SPEC.	
FRACTIONS	± 1/32"	TREATMENT	
ANGLES	± 1°	FINISH	
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.C.21		SCALE	
		DRAWN	APPROVED
		TRACED	CHECKED

TITLE: UNDERCARRIAGE LEVER:- DOWN LOCK WARNING.

COMPONENT OF	
MACHINE	
ENGINE	
TECH. ORDER	VAMPIRE MOD 320
DRAWING NO.	A-13463 SHEET 2 OF 2
DRWG. SIZE	

Class 2

HYDRAULIC BRAKE UNIT HEADER TANK PART NO DY 1080 IN LIEU OF DY 1070 (DUNLOP WHEELS AND BRAKES MOD NO 8) - INTRODUCTION

Reason for and Description of Modification

1. Dunlop wheels and brakes Mod No 8 provides a filter in the supply sid of the header tank to prevent ingress of foreign matter. De Havilland (Australian) Mod No V772 approves the introduction of the reworked header tank i Vampire Trainer aircraft.

Application

2. This work is to be carried out on all Vampire Mk 35A aircraft and Mk aircraft Serial No A79-600 to A79-650 inclusive. Mk 35 aircraft Serial No A79-651 and subsequent will be modified during manufacture.

Responsibility for Incorporation

3. The modification is to be incorporated by operating units, aircraft depots and the civilian contractor responsible for servicing Vampire aircraft. The trade mustering responsible is airframe fitter.

Action in Respect of Spares

4. The following spares are affected and are to be modified at the direction of Headquarters Maintenance Command.

Ident No	Part No	Nomenclature	Remarks
A79/504005	DY1070	Tank, Header (Dunlop)	Remove existing union and washer at base of tank and replace with items 1, 2 and 3 and re-identify as Part No DY1080 and Ident No A79/504300

Orders Superseded or Cancelled

5. No orders are superseded or cancelled by the incorporation of this modification.

Equivalent Modification

6. De Havilland (Aust) Mod No V772 and Dunlop "Vampire Wheels and Brakes Mod No 8" are equivalent modifications.

(Issued with A/L 166 - September 1959)

Supply

7. The following parts are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	A79/504230	DY1088	Bolt, Banjo (Dunlops)	1	
2	A79/504229	DY1086	Filter, Assy (Dunlops)	1	
3	H28C/8215	AGS118 6B	Washer, Jointing 1/4" BSP	2	
4	I1/9715	NPN	Wire, Locking, Non-corrod. 22SWG	AR	
5	K2/138	NPN	Oil, OM-15 to DTD 585	AR	

Notes: (a) Items 1 to 3 inclusive will be delivered from Dunlops Embodiment Loan Store to the De Havilland Modification Centre. Units requiring modification sets are to demand "Dunlops Wheels and Brakes Modification No 8" from the De Havilland Modification Centre, Bankstown, NSW.

(b) Items 4 and 5 are to be drawn from unit stores as required.

Disposal of Parts Removed

8. The following parts will be rendered redundant by the incorporation of this modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
6	H28C/10018	AGS1135B	Bolt, Banjo	1	
7	H28C/8215	AGS1138B	Washer, Jointing	2	

Notes: (a) Item 6 is to be examined and if serviceable returned to store.

(b) Item 7 is to be regarded as unserviceable and disposed of in accordance with current authorised procedure.

(Issued with A/L 166 - September 1959)

Disposal of Parts in Stock

9. Not applicable.

When Modification is to be Incorporated

10. The modification is to be incorporated as soon as practicable but not later than the next "D" servicing after modification sets are available.

Method of Incorporation

11. (a) Man-Hours Involved : Approximately 2 man-hours will be required to incorporate this modification.

(b) Special Tools, Jigs, etc : No special tools etc will be require

(c) Sequence of Operations :

(i) Open nose cap and disconnect aircraft batteries.

(ii) Locate the hydraulic brake header tank mounted on the top of the front face of bulkhead No 1.

(iii) Break the lockwire at the banjo bolt at the bottom of the tank and carefully loosen this bolt to drain the hydrauli oil.

Note: Ensure that the hydraulic oil drains into the drip tray mounted underneath the tank and does not splash over other equipment in the nose compartment.

(iv) When oil ceases to flow, completely remove the banjo bolt item 6, and the two jointing washers item 7 (one each side of the special banjo).

(v) Install new jointing washers item 3, on existing banjo and screw in new banjo bolt with filter attached item Nos 1 and 2.

(vi) When banjo bolt has been tightened wire lock in accordance with current authorised procedure using new lockwire item 4.

(vii) Replenish header tank with hydraulic oil item 5 to within $1\frac{1}{4}$" of the top of the filler neck.

(viii) Visually check for any hydraulic oil leakage at the disturbed connections.

(ix) If no leaks are apparent reconnect aircraft batteries and close nose cap.

(d) Tests : No tests are required.

(e) Recording : Record this modification in the airframe log book.

Drawings

12. No drawings are required.

Effect on Weight and Balance of the Aircraft

13. The effect of this modification on the weight and balance of the aircraft is negligible.

References : Files, Department of Air, 9/84/1113 and 150/8/1894.

Date of Issue : 28th September 1959.

(Issued with A/L 166 - September 1959)

Class 2

FIRST PILOTS SPEED BRAKE LEVER - INTRODUCTION OF NEW HANDLE

Reason for and Description of Modification

1. Complaints have been received of insufficient clearance between the control guard on the fuselage wall and the handle of the speed brake lever. This modification introduces a new, one piece handle to provide additional clearance.

Application

2. This work is to be carried out on all Mk 35A and Mk 35 aircraft.

Responsibility of Incorporation

3. This modification is to be incorporated by operating units, aircraft depots and the civilian contractor responsible for servicing Vampire aircraft. The trade mustering responsible is airframe fitter.

Action in Respect of Spares

4. The following spares are affected and are to be modified at the direction of Headquarters Support Command:-

	Ident No	Part No	Nomenclature	Remarks
(a)	A79-502218	15 CE 349A	Dive Brake Lever Assy	Rework in accordance with para 11C; (i) and (ii), and reidentify as Part No CE15-395A and Ident No A79-504344.
(b)	A79-504342	CE15-49A/6	First Pilots Control Box	Rework in accordance with para 11C: (i) and (ii), and reidentify as Part No CE-15-49A/7 and Ident No A79-504343.

Modification sets for spares will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland modification Centre. Units requiring modification sets are to demand from the De Havilland Modification Centre, Bankstown, NSW.

(Issued with AL 185 - April 1960)

A Modification Set will comprise:-

For Spares (a):

Items 1-4 inclusive. Set to be marked "Spares/Mod V773/A79-502218".

For Spare (b):

Items 1-4 inclusive. Set to be marked "Spares/Mod V773/A79-504342".

Orders Superseded or Cancelled

5. No orders are superseded or cancelled by the incorporation of this modification.

Equivalent Modifications

6 De Havilland (Aust) Mod V773 is an equivalent modification.

Supply

7. The following parts are required to complete one modification set :-

Item No	Ident No	Part No	Nomenclature	No off per set	Stores Class
1	A79-504345	CE15-397	Knob	1 off	
2	H28/9354	AS1248/6C	Bolt; Steel, Bras or Mush Head 1" x 0.6" 2BA	2 off	
3	H28/27033	AGS2002C/1	Nut; Lock 2BA Nyloc insert	2 off	
4	H28C/12245	SP 10/C	Washer; Plain M S thin	2 off	

Notes: (a) Items 1-4 inclusive will be delivered from the De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre Bankstown, NSW.

(b) Units requiring modification sets are to demand from the De Havilland Modification Centre, Bankstown NSW.

Disposa of Parts Removed

8. The following parts will be rendered redundant by the incorporation of this modification:-

(Issued with AL 185 - April 1960)

Item No	Ident No	Part No	Nomenclature	No off per set	Stores Class
5	A79-502775	13 CE 305	Knob - Half	2 off	
6	A79-502776	15 CE 623	Thimble	2 off	

Note: Items 5 and 6 are to be examined, and if serviceable, returned to store as spares for the second pilot's speed brake lever.

Disposal of Parts in Stock

9. Not applicable.

When Modification is to be Incorporated

10 The modification is to be incorporated as soon as practicable but not later than the next "D" servicing after modification sets are available.

Method of Incorporation

11. (a) Man-Hours Involved : Approximately 0.5 man-hours will be required to incorporate this modification.

(b) Special Tools, Jigs, &c : No special tools or jigs are required to incorporate this modification.

(c) Sequence of Operations :

(i) From the first pilots' speed brake lever, remove the two existing knob-halves (item 5) complete with thimbles (item 6 grub screws and washers.

Note: Where the dive brake lever is a modified CE15-55A lever with a bushed end, care should be taken that the small bush is retained in position.

(ii) Refer drawing A13437 and assemble the new single piece knob (item 1) to the speed brake lever, using items 2, 3 and 4.

(d) Tests : No test is necessary for this modification.

(e) Recording : Record this modification in the Airframe Log Book.

(Issued with AL 185 - April 1960)

Drawings

12. Drawing A13437, consisting of one sheet, is issued herewith.

Effect on Weight and Balance of Aircraft

13. The effect of this modification on the weight and balance of the aircraft is negligible.

References : Files, Department of Air, 9/84/1057 and 150/8/2140

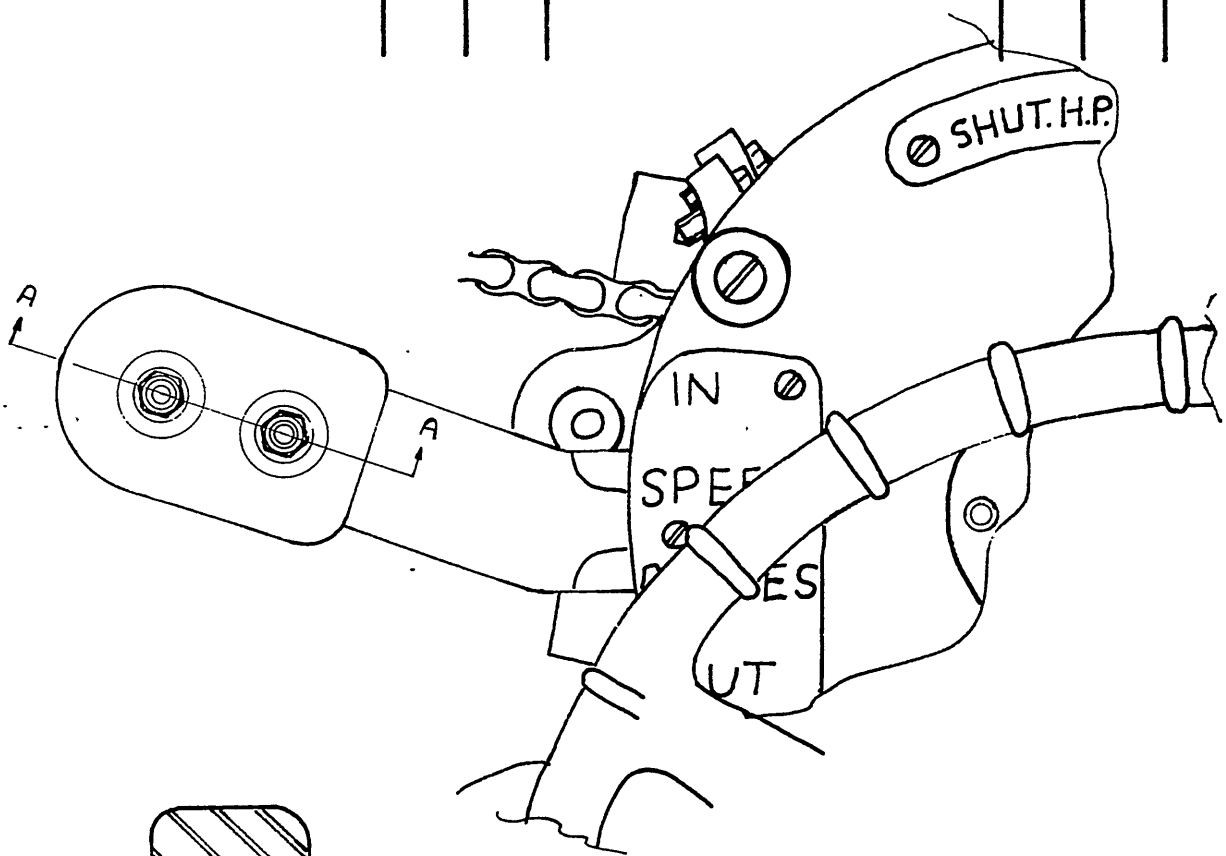
Attachment : Drawing A13437

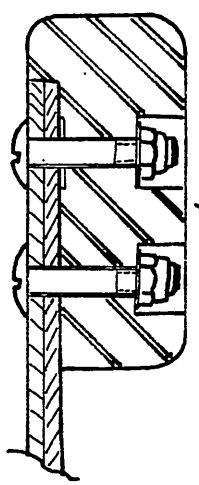
Date of Issue : 19th April 1960

(Issued with AL 185 - April 1960)

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED





SECTION A-A

VIEW LOOKING OUTBOARD TOWARDS PORT CONTROL BOX

REMOVE EXISTING TWO PIECE SPEED BRAKE LEVER KNOB AND REPLACE, AS SHOWN, WITH:

CE 15 397	KNOB 1 OFF
AS 1248 6C	MUSH. HD. BOLT 2 OFF
AGS 2002 C1	TRIN NUT 2 OFF
SP 10 C	FACING WASHER 2 OFF

DE HAVILLAND DRAWING No. 00M453 SHEET 1 OF 1

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING	PORT SPEED BRAKE LEVER INTRODUCTION OF NEW HANDLE

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	VAMPIRE MKS 35A & 35
FRACTIONS	± 1/32"	TREATMENT		ENGINE	GOBLIN
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD N° 322
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.C.I.		SCALE		DRAWING NO.	A13437
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

GUNSIGHT MOUNTING, RETRACTABLE - MODIFICATION TO ELECTRICAL WIRING FOR VAMPIRE TRAINER AIRCRAFT

Reason for and Description of Modification

1. This modification introduces a rework to the Retractable Gunsight Mounting to re-route and/or change the existing screened cables and add a Breeze type socket to the end of such cables so that this socket will then mate with a Breeze type plug located on the aircraft adjacent to the Retractable Gunsight Mounting thus allowing the remainder of the gunsight wiring to be left intact upon removal of the Mounting. In conjunction with the above changes, the GGS electrical supply plug mounting bracket is positioned on the alternative holes provided to suit either left-hand or right-hand installation.

Note: This modification is divided into two parts as follows:-

Part 1 - Detailing the alterations necessary to Retractable Gunsight Mounting E 22/500025 to suit the left-handed gyro gunsight installation.

Part 2 - Detailing the alterations necessary to Retractable Gunsight Mounting E 22/500025 to suit the right-hand gyro gunsight installation.

Application

2. This modification is applicable to all Retractable Gunsight Mountings E 22/500025 for use on Vampire Trainer aircraft.

Responsibility for Incorporation

3. Operating units, aircraft depots and contractors concerned will be responsible for the incorporation of this modification. The trade mustering responsible is electrical fitters.

Action in Respect of Spares

4. At the direction of MCHQ:

(a) 50% of stocks of E 22/500025 held in stores are to be modified in accordance with Part 1 of this modification para 11(c) (v) to (xxxvi) inclusive.

(b) 50% of stocks of E 22/500025 held in stores are to be modified in accordance with Part 2 of this modification para 16(c) (v) to (xxxv) inclusive.

(Issued with A/L 170 - November 1959)

Orders Superseded or Cancelled

5. DTS/Special Instruction Vampire/103 and RAAF STI/Vampire/11 are cancelled by this modification.

Equivalent Modifications

6. De Havilland (Aust) Mod No V 774 is an equivalent modification.

Supply

7. The following parts are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off	Stores Class
1	G5X/136	CZ1095/2	Socket, Breeze Type	1	A
2	G5X/256	Z1372/2	Nut, Coupling, Breeze Type	1	
3	G5X/330	Z1383/2	Ferrule, Cut, Breeze Type	1	
4	G5E/2881	-	Cable, Twelvevinmetsmall 2.5, Spec EL 1228	5'0"	C
5	G5E/2877	-	Cable, Trivinmetsmall 2.5 Spec EL 1228	5'0"	C
6	G5F/20189	NPN	Tubing, Insulating, PVC, 16 mm I/D, Black	12½"	C
7	G5F/20059	NPN	Tubing, Insulating, PVC, 6 mm I/D, Black	8"	C
8	I32A/2006	-	Twine, binder, coreless	AR	C
9	I1/494	-	Wire, locking, copper, soft, 22 SWG	AR	C
10	K4/142	-	Varnish, Interior and Exterior	AR	C
11	K3/358	-	Colour, Identification, glossy, bright red, matching BSI, colour 538	AR	C

Note: Items 1 to 11 inclusive are to be drawn from Unit Stores.

Disposal of Parts Removed

8. No action.

Disposal of Parts in Stock

9. No action.

(Issued with A/L 170 - November 1959)

When Modification is to be Embodied

10. This modification is to be incorporated:-

(a) As soon as practicable and not later than the next 'D' servicing of aircraft on mountings fitted to aircraft.

(b) On spare mountings prior to fitment on aircraft.

PART 1

Method of Incorporation

11. (a) Man-Hours Involved : Approximately 18 man-hours are required to complete this modification.

(b) Special Tools, Jigs, etc: No special tools are required to incorporate this modification.

(c) Sequence of Operations :

(i) Open the nose cap and disconnect the aircraft batteries.

(ii) Ensure that the 1st and 2nd pilots' ejection seats are rendered safe.

(iii) Lower the instrument panel.

(iv) Remove the retractable gunsight mounting from the aircraft in accordance with authorised procedure.

(v) With the retractable gunsight carriage in the extended position proceed with the following operations.

(vi) Refer to drawing A 13321 sheet 1 and ensure that the GGS Plug Mounting Bracket is located on the two mounting holes to the RH side of the movable carriage as shown.

(vii) Remove the recorder and gunsight cables grommet bracket from the right hand underside of the mounting. Retain the screws for re-assembly.

(viii) Remove the two existing clips holding these cables to the right hand underside of the mounting. Discard the clips and screws.

(ix) Refer to drawing A 13321 sheet 1 and reposition the grommet bracket along the cables to a point $16\frac{1}{2}$" from where the cables come through the two grommets on the movable carriage.

(Issued with A/L 170 - November 1959)

(x) Measure off along the two cables a length of 26½" from the grommet bracket, cut the cables at this point, and remove the grommet bracket from the shortened cables.

(xi) On the underside of the movable carriage, measure the position of the floating clip assembly from the two grommets on the gunsight platform.

(xii) Disconnect the ten-core and three-core metal-braided cables at the GGS sight plug and the GGS recorder plug respectively. Retain ferrules inner and outer and coupling nut from GGS plug end of cable.

(xiii) Withdraw the two cables through the grommets on the gunsight platform, unfasten the floating clip assembly and remove the cables from the retractable gunsight mounting.

(xiv) Connect a twelvevinsmetsmall 2.5 cable (item 4) cut to exactly the same length as the original ten-core cable, to the GGS sight plug using ferrules 1 off each and nut, retained from operation (xiii) the pin connections being as follows:-

Pin	Core Colour	
1	Blue	
2	Black	
3	White	
4	Red	
5	Red-Yellow	Brown and Pin cores
6	Red-Blue	not used are to be cut
7	Red-Green	back.
8	Green	
9	Yellow	
10	Slate	

(xv) Connect a trivinmetsmall 2.5 cable (item 5) cut to exactly the same length as the original three-core cable, to the GGS recorder plug the pin connections being as follows:-

Pin	Core Colour
1	Red
2	Blue
3	Dark Green

(xvi) Feed the two new metal-braided cables through the grommets on the gunsight platform.

(xvii) Slide over the two cables a 12½" length of PVC tubing (item 6).

(xviii) Assemble the grommet bracket to the two cables and position it on the cables as dimensioned in para (ix).

(xix) Refer to drg A 13321 sheet 1 and locate and drill two No 34 holes and tap 4BA x .56" deep on the left-hand underside of the mounting.

(xx) Assemble the grommet bracket to the two holes drilled in para (xxi), using screws retained from para (vii).

(xxi) Attach the floating clip assembly (removed in para xiv) to the new cables (not over the PVC tube) and position as previously determined in para (xii).

(xxii) Butt the end of the PVC tubing (fitted in para xix), against the floating clip assembly and bind one end with a few turns of twine (item 8).

(xxiii) Add a breeze socket (item 1), coupling nut (item 2), and cut ferrule (item 3) to the free ends of the new cables, the pin connections being as follows:-

Pin	Colour Code	Cable
A	Blue	Twelvevinmetsmall 2.5 Brown and Pink cores not used are to be cut back.
B	Black	
C	White	
D	Red	
E	Red-Yellow	
F	Red-Blue	
G	Red-Green	
H	Green	
J	Yellow	
K	Slate	
L	Red	Trivinmetsmall 2.5
M	Blue	
N	Green	

(xxiv) Bind the cut ferrule with a few turns of tinned copper wire (item 9) and lightly solder to prevent unravelling.

(Issued with A/L 170 - November 1959)

(xxv) Locate the two "pren" type single core cables which connect to the over-ride switch on the underside of the movable carriage.

(xxvi) Disconnect the cables from the switch and pass them through a 8" length of nylex tubing (item 2).

(xxvii) Re-connect the cables to the switch (the new piece of nylex tubing is not to protrude through the grommet).

(xxviii) Refer to drawing A 13321 sheet 1 and reposition the clip used to hold this over-ride switch cable on the right hand underside of the mounting.

(xxix) Locate the GGS Recorder 3 pin plug on the movable carriage and remove the locking sleeve (G5C/4076) which is screwed onto the plug body.

(xxx) Apply Varnish, Spar, Water Resisting (item 10) to the internal thread of the locking sleeve and the external thread of the plug body.

(xxxi) Replace locking sleeve and tighten.

(xxxii) Along the outside of the locking sleeve using paint (item 11) add a red line $\frac{1}{8}$" to $\frac{1}{4}$" wide to coincide with the position of the key-way inside the plug.

(xxxiii) Refer to drawing A 13321 sheet 1 and remove existing bracket (Part No ZX529/29D) from the retractable gunsight mounting and discard.

(xxxiv) After carrying out all of the above modifications the identification number of the retractable gunsight mounting becomes E 22/500030 and the unit is to be marked accordingly.

Note: All references to Ident No E 22/500025 are to be deleted from the retractable gunsight mounting.

(xxxv) Install the modified retractable gunsight mounting in the aircraft in accordance with current authorised procedure.

(xxxvi) Raise and secure the instrument panel.

(xxxvii) Reconnect the aircraft batteries and close the nose cap.

PART 2

Method of Incorporation

12. (a) Man-Hours Involved : Approximately 18 man-hours are required to complete this modification.

(Issued with A/L 170 - November 1959)

(b) Special Tools, Jigs, etc : No special tools are required to incorporate this modification.

(c) Sequence of Operations :

(i) Open the nose cap and disconnect the aircraft batteries.

(ii) Ensure that the 1st and 2nd pilots' ejection seats are rendered safe.

(iii) Lower the instrument panel.

(iv) Remove the retractable gunsight mounting from the aircraft in accordance with authorised procedure.

(v) With the retractable gunsight carriage in the extended position proceed with the following operations.

(vi) Refer to drawing A 13321 sheet 2 and ensure that the GGS Plug mounting bracket is located on the two mounting holes to the LH side of the movable carriage as shown.

(vii) Refer to drawing A 13321 sheet 2 and ensure that the length of cables from where they come through the two grommets on the movable carriage to the grommet bracket on the RH underside is 13" as dimensioned. If necessary, slacken off clips and move cable accordingly.

(viii) Refer to drawing A 13321 sheet 2 and measure off along the two metal-braided gunsight and recorder cables a length of 24" from the rear clip on the right hand underside of the mounting. Cut the cables at this point.

(ix) Remove the two clips holding these cables, on the right hand underside of the mounting and retain clips and screws for reassembly.

(x) Withdraw the two cables from the grommet bracket.

(xi) On the underside of the movable carriage, measure the position of the floating clip assembly from the two grommets on the gunsight platform.

(xii) Disconnect the ten-core and three-core metal-braided cables at the GGS sight plug and the GGS recorder plug respectively. Retain ferrules inner and outer and coupling nut from GGS plug end of cable.

(xiii) Withdraw the two cables through the grommets on the gunsight platform, unfasten the floating clip assembly and remove the cables from the retractable gunsight mounting.

(Issued with A/L 170 - November 1959)

(xiv) Connect a twelvevinmetsmall 2.5 cable (item 4), cut to exactly the same length as the original ten-core cable, to the GGS sight plug using ferrules 1 off each and nut retained from operation (xiii), the pin connections being as follows:-

Pin	Core Colour	
1	Blue	
2	Black	
3	White	
4	Red	Brown and Pink cores not
5	Red-Yellow	used are to be cut back.
6	Red-Blue	
7	Red-Green	
8	Green	
9	Yellow	
10	Slate	

(xv) Connect a trivinmetsmall 2.5 cable (item 5), cut to exactly the same length as the original three-core cable, to the GGS recorder plug, the pin connections being as follows:-

Pin	Core Colour
1	Red
2	Blue
3	Dark Green

(xvi) Feed the two new metal-braided cables through the grommets on the gunsight platform.

(xvii) Slide over the two cables a $8\frac{1}{2}$" length of PVC tubing (item 6).

(xviii) Feed the cables through the grommet bracket as before ensuring that the dimensions shown in paras vii and viii are maintained.

(xix) Attach the floating clip assembly (removed in para xiii) to the new cables (not over the PVC tube) and positioned as previously determined in para xi.

(xx) Refit the two clips (removed in para ix) on the right hand underside of the mounting.

(Issued with A/L 170 - November 1959)

(xxi) Butt the end of the PVC tubing (fitted in para xix) against the floating clip assembly and bind one end with a few turns of twine (item 8).

(xxii) Add a breeze socket (item 1), coupling nut (item 2), and cut ferrule (item 3) to the free ends of the new cables, the pin connections being as follows:-

Pin	Colour Code	Cable
A	Blue	Twelvevinmetsmall 2.5 Brown and Pink cores not used are to be cut back.
B	Black	
C	White	
D	Red	
E	Red-Yellow	
F	Red-Blue	
G	Red-Green	
H	Green	
J	Yellow	
K	Slate	
L	Red	Trivinmetsmall 2.5
M	Blue	
N	Green	

(xxiii) Bind the cut ferrule with a few turns of tinned copper wire (item 9) and lightly solder to prevent unravelling.

(xxiv) Locate the two "pren" type single core cables which connect to the over-ride switch on the underside of the movable carriage.

(xxv) Disconnect the cables from the switch and pass them through an 8" length of nylex tubing (item 7).

(xxvi) Reconnect the cables to the switch (the new piece of Nylex tubing is not to protrude through the grommet).

(xxvii) Locate the GGS Recorder 3 pin plug on the movable carriage and remove the locking sleeve (G5C/4076) which is screwed onto the plug body.

(xxviii) Apply Varnish, Spar, Water Resisting (item 10) to the internal thread of the locking sleeve and the external thread of the plug body.

(xxix) Replace the locking sleeve and tighten.

(xxx) Along the outside of the locking sleeve using paint (item 11) add a red line $\frac{1}{8}$" to $\frac{1}{4}$" wide to coincide with the position of the key-way inside the plug.

(Issued with A/L 170 - November 1959)

(xxxi) Refer to drawing A13321 sheet 2 and remove existing bracket (Part No ZX529/29D) from the retractable gunsight mounting and discard.

(xxxii) Refer to drawing A13321 sheet 2 and locate and drill two 34 holes and tap 4BA x .56" deep on the left-hand underside of the mounting.

(xxxiii) After carrying out all of the above modifications the identification number of the retractable gunsight mountings becomes E22/500031 and the unit is to be marked accordingly.

Note: All references to Ident No E22/500025 are to be deleted from the retractable gunsight mounting.

(xxxiv) Install the modified retractable gunsight mounting in the aircraft in accordance with current authorised procedure.

(xxxv) Raise and secure the instrument panel.

(xxxvi) Reconnect the aircraft batteries and close the nose-cap.

(d) Tests : Function gyro gunsight, retraction unit and ranging systems.

(e) Recording : As instructed in Paras 11, operation (xxxvi) and 12, operation (xxxv).

Drawings

17. Drawing No A13321 sheets 1 and 2 attached.

Effect on Weight and Balance of the Aircraft

18. The effect of this modification on the weight and balance of the aircraft is negligible.

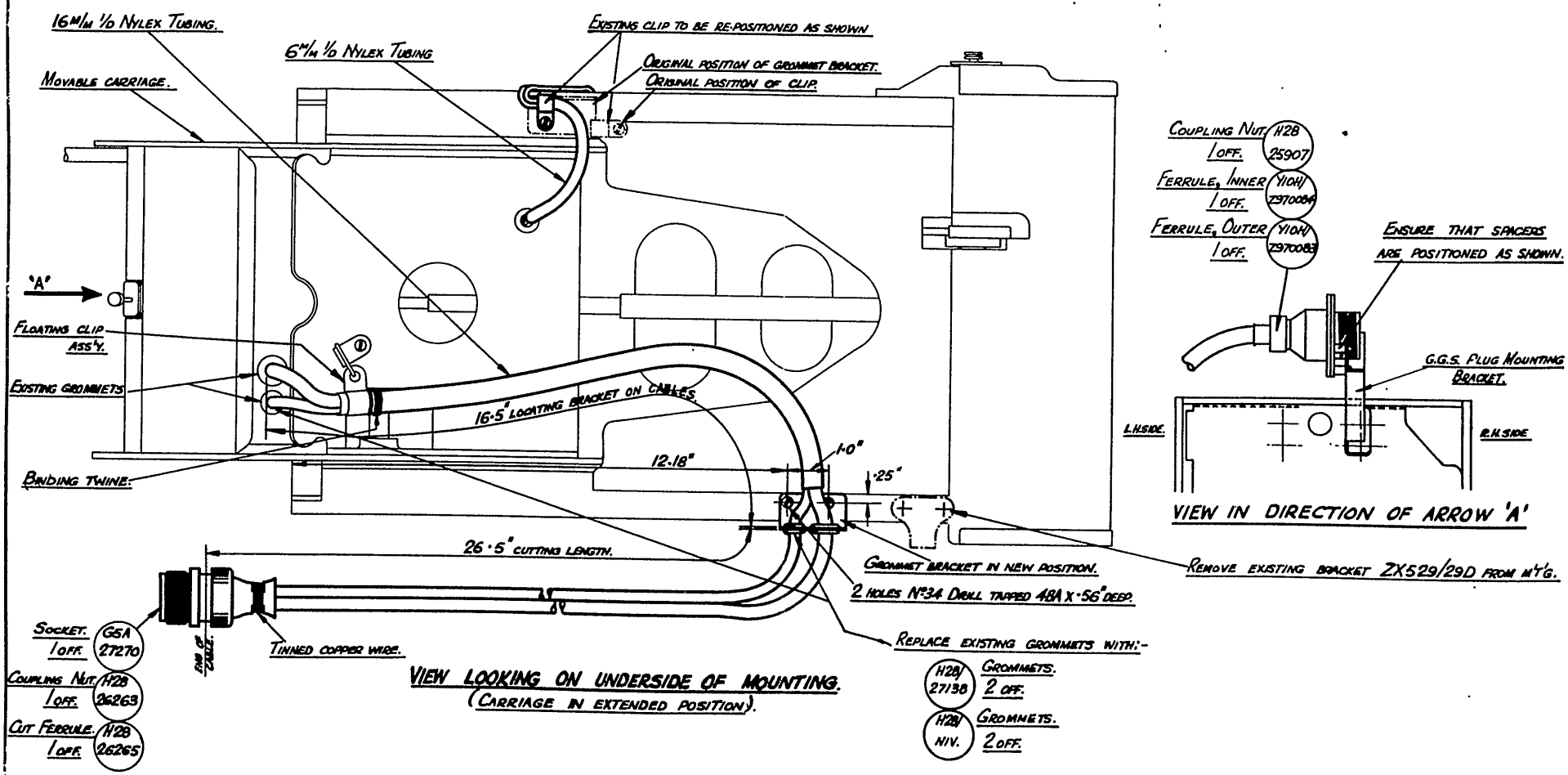
References : Files, Department of Air, 150/8/1867, 150/4/8621(11) 15/6/508.

Attachments : A13321 Sheets 1 and 2.

Date of Issue : 17th November, 1959.

(Issued with A/L 170 - November 1959)

DO NOT SCALE



ISSUE NO.	DATE	ALTERATION	D.I.L.	INITIALS	APPR'D TO
1					

REFERENCE

ISSUED BY: DIRECTORATE of TECHNICAL SERVICES R·A·A·F.

D.H. DR'G. No. 00M344 SHT 1 OF 2 SHEETS.

TITLE: MOD'N TO ELECTRICAL WIRING.

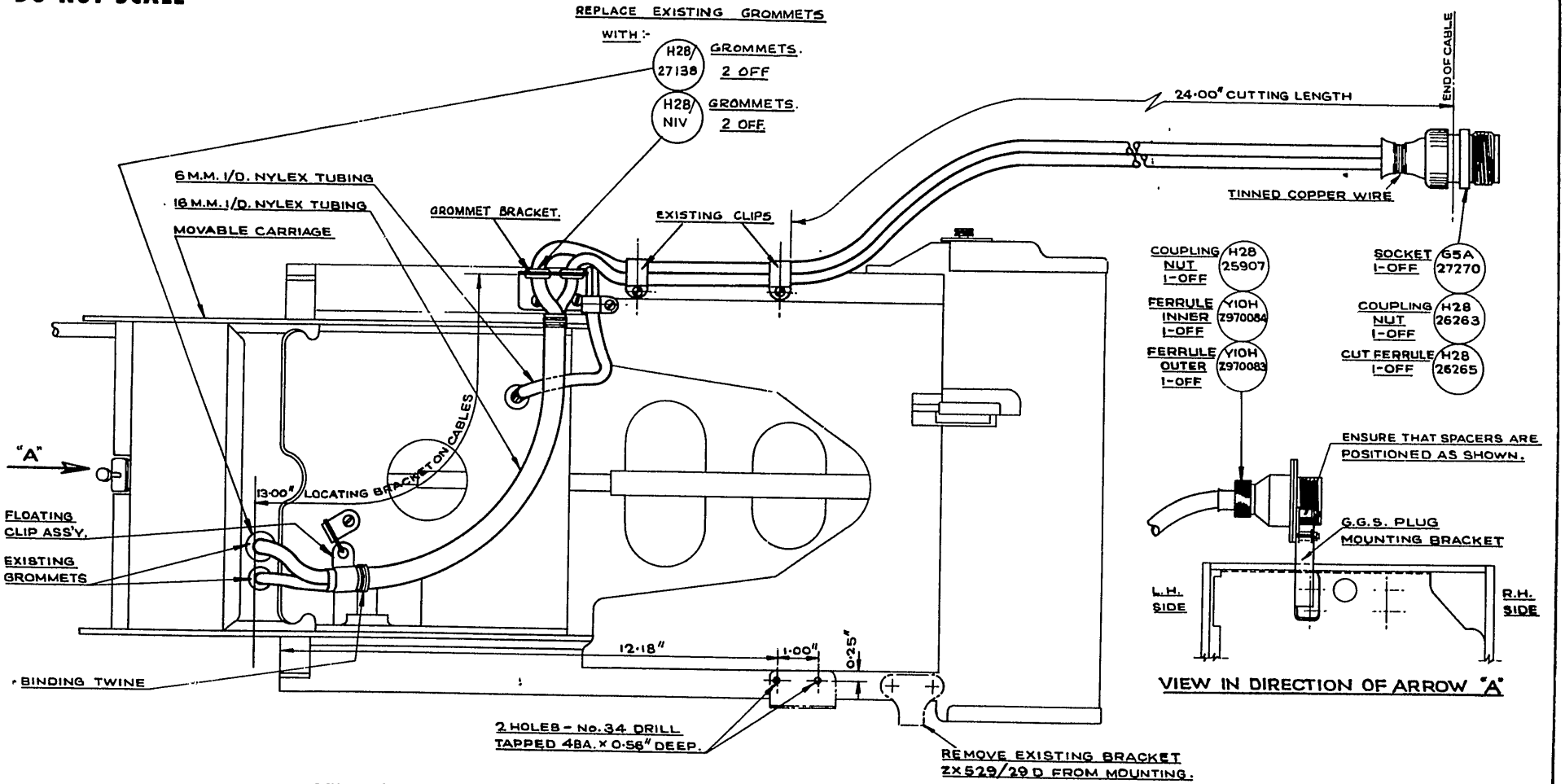
LIMITS UNLESS STATED		MATERIAL	
DECIMALS	± .010"	SPEC.	
FRACTIONS	± 1/32"	TREATMENT	
ANGLES	± 1°	FINISH	
SURFACE FINISH		SCALE	

COMPONENT OF	RETRACTABLE GUNSIGHT. MOUNTING - PORT.
MACHINE	VARIOUS TRAINER.
ENGINE	
TECH. ORDER	VAMP MOD 323

1 DRWG

AAP 7721-79-V2-P2-B4 Vampire Mods 301-400 OCR

DO NOT SCALE



VIEW LOOKING ON UNDERSIDE OF MOUNTING
(CARRIAGE IN EXTENDED POSITION)

ISSUE No.	DATE	ALTERATION	D.T.L.	INITIALS	APPROVED
1					

D.H. DRAWING No. 00M344 SHEET 2 OF 2 SHEETS

REFERENCE		ISSUED BY	
		DIRECTORATE OF TECHNICAL SERVICES R.A.A.F.	
LIMITS UNLESS STATED		MATERIAL	
DECIMALS	± .010"	SPEC.	
FRACTIONS	± 1/32"	TREATMENT	
ANGLES	± 1°	FINISH	
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.C.2		SCALE	
		DRAWN	APPROVED
		TRACED	CHECKED

TITLE	
MODIFICATION TO ELECTRICAL WIRING	
COMPONENT OF	RETRACTABLE GUNSIGHT MOUNTING — ST'B'D.
MACHINE	VAMPIRE — TRAINER
ENGINE	
TECH. ORDER	VAMP Mod 323
DRAWING NO.	A 13321 SHT 2
DRWG. SIZE	B

FOOT TRAYS IN THE FLOOR PLATE OF THE RUDDER CONTROLS - INTRODUCTION

Reason for and Description of Modification

1. Complaints have been received that screw heads and other obstructions protruding above the floor plate are a source of annoyance when operating the rudder controls. This modification introduces foot trays to eliminate obstructions in the floor plate of the rudder controls.

Application

2. This work is to be carried out on all Mk 35 and Mk 35A aircraft.

Responsibility for Incorporation

3. This modification is to be incorporated by operating units, aircraft depots and the civilian contractor responsible for servicing Vampire aircraft. The trade mustering responsible is airframe fitter.

Action in Respect of Spares

4. The following spares are affected and are to be modified at the direction of Headquarters Support Command:-

	Ident No	Part No	Nomenclature	Remarks
(a)	A79/504103	F15-685A	False Floor Panel - Top RH	Rework to paras 11(c)(iii) and re-identify as Part No F15-685A/1 and Ident No A79/504372.
(b)	A79/504102	F15-687A	False Floor Panel - Top LH	Rework to paras 11(c)(iv) and re-identify as Part No F15-687A/1 and Ident No A79/504373.
(c)	A79/504105	F15-791A	False Floor Panel Centre RH	Rework to paras 11(c)(vi) and reidentify as Part No F15-791A/1 and Ident No A79/504374.
(d)	A79/504104	F15-777A	False Floor Panel Centre LH	Rework to paras 11(c)(v) and re-identify as Part No F15-777A/1 and Ident No A79/504375

(Issued with A/L 212 - November 1960)

Partial modification sets for spares will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland modification centre. Units requiring partial modification sets are to demand from the De Havilland Modification Centre, Bankstown, NSW.

5. A partial modification set will comprise:-

For Spare (a) : Item 4, 2 off, item 5, 4 off and item 8, 3 off. Set to be marked "Spares/Mod V775/A79-504103".

For Spare (b) : Item 4, 2 off, item 5, 4 off and item 6, 2 off. Set to be marked "Spares/Mod V775/504102".

For Spare (c) : Item 8, 2 off, item 11, 4 off and item 12, 4 off. Set to be marked "Spares/Mod V775/A79-504105".

For Spare (d) : Item 6, 2 off, item 11, 4 off and item 12, 4 off. Set to be marked "Spares/Mod V775/A79-504104".

Orders Superseded or Cancelled

6. No orders are superseded or cancelled by the incorporation of this modification.

Equivalent Modifications

7. De Havilland Aust Mod V775 is an equivalent modification.

Supply

8. The following parts are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off	Stores Class
1		F15-965	Tray, foot	2	
2		F15-967	Tray, foot	1	
3		F15-969	Tray, foot	1	
4		F15-971	Clip	5	
5	H128F/65166	AN4-70-AD4-5	Rivet, Universal Hd Al Al DTD 327 $\frac{1}{8}$" dia x 5/16" long	10	
6	H128F/62509	AS 2229/405	Rivet, Csk Hd 90° Al Al DTD 327 $\frac{1}{8}$" dia x 5/16" long	4	
7	H128F/62230	AS 2229/304	Rivet Csk Hd 90° Al Al DTD 327 3/32" dia x $\frac{1}{4}$" long	6	

(Issued with A/L 212 - November 1960)

Item No	Ident No	Part No	Nomenclature	No Off	Stores Class
8	H128F/63365	AS2229/404	Rivet, 90° Csk Hd Al Al DTD 327 $\frac{3}{32}$" dia x $\frac{1}{4}$" long	5	
9	H28/8306	AS1242/1C	Bolt HTS Csk Hd 90° 2BA x .5" long	3	
10	5310-P/N 2023/C1	AGS 2023/C1	Nut, Cap, Nyloc Insert 2 BA	3	
11	T27H/2581	217	Stud, fastener, Oddie Type 7/16" dia x .77" long	8	
12	T27H/2595	214	Washer, fastener, Oddie Type Stud Retaining	8	
13	K3/386	1751	Bostik	AR	
14	H28/8300	AS1242/1B	Bolt HTS Csk Hd 90° 4BA x .5" long	4 OFF	

Notes: (a) Items 1 to 12 inclusive will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland modification centre. Units requiring modification sets are to demand from the De Havilland modification centre, Bankstown, NSW.

(b) Items 13 + 14 are to be drawn from unit stores.

Disposal of Parts Removed

9. Not applicable.

Disposal of Parts in Stock

10. Not applicable.

When Modification is to be Incorporated

11. The modification is to be incorporated as soon as practicable but not later than the next D servicing after modification sets are available.

Method of Incorporation

12. (a) Man-Hours Involved : Approximately 38 man-hours will be required to incorporate this modification.

(b) Special Tools, Jigs, etc: No special tools or jigs are required to incorporate this modification.

(Issued with A/L 212 - November 1960)

(c) Sequence of Operations :

(i) Disarm and remove both ejection seats in accordance with current authorised procedure.

(ii) Remove the forward false floor panels, F15-685A, F15-687A, F15-777A and F15-791A in accordance with current authorised procedure. Replace the 4 off 1/4 dia bolts attaching the support strut F15-3091 to frame F15-687A with csk bolts (item 14), csk 90° x .25" dia on assembly.

AL 215

(iii) Rework false floor panel F15-685A, by replacing three off snaphead rivets with csk rivets, (item 8) and locate the position of two F15-971 clips, (item 4), as shown on Drawing A13533, secure with rivets (Item 5). Re-part number the false floor panel to F15-685A/1.

(iv) Rework false floor panel F15-687A, by replacing two off snaphead rivets with csk rivets, (item 6), and locate the position of two F15-971 clips, (item 4), as shown on Drawing A13533, secure with rivets (item 5). Re-part number the false floor panel to F15-687A/1.

(v) Rework false floor panel F15-777A, by replacing two off snaphead rivets with csk rivets (item 6), and four off mushroom head "Oddie Studs" with csk "Oddie Studs" and new "Oddie Washers" (items 11 and 12), as shown on Drawing A13533. Dimple csk the panel to suit the csk "Oddie Stud". Re-part number the false floor panel to F15-777A/1.

(vi) Rework false floor panel F15-791A, by replacing two off snaphead rivets with csk rivets (item 8), and four off mushroom head "Oddie Studs" with csk "Oddie Studs" and new "Oddie Washer", (items 11 and 12), as shown on Drawing A13533. Dimple csk the panel to suit the csk "Oddie Stud". Re-part number the false floor panel to F15-791A/1.

(vii) Re-install the now reworked false floor panels F15-685A/1, F15-687A/1, F15-777A/1 and F15-791A/1 in accordance with current authorised procedure but at this stage do not secure panels F15-777A/1 and F15-791A/1 along stn 90.30.

(viii) Position the four new foot trays, (items 1, 2, 3 and 4), as shown on Drawing A13533, ensure that the forward cut-outs on the foot trays pick up with the new clips.

(Issued with A/L 212 - November 1960)

(ix) Drill 7 No 11 dia holes through the four foot trays, to pick up with the anchor nuts along stn 90.30.

(x) Deburr the holes and secure the foot trays with existing screws.

(xi) Position clip F15-971 (item 4), in the forward cut-out of F15-967 foot tray as shown on drawing A13533, and with No 30 dia drill, drill through the nose wheel fairing. Secure the clip with rivets, (item 5).

(xii) Spot through 3 holes in foot trays F15-967 and F15-969 with No 11 drill, as shown on drawing A13533.

(xiii) Remove foot trays F15-967 and F15-969 and fit 3 off anchor nuts (item 10), on the underside of the nose wheel fairing, secure with rivets (item 7), and assemble with Bostik 1751 (item 13).

(xiv) Refit the two foot trays F15-967 and F15-969 and secure with 3 off existing screws and additional 3 off csk bolts (item 9), as shown on drawing A13533.

(xv) Refit and arm both ejection seats, in accordance with current authorised procedure.

(d) Tests

Not applicable.

(e) Recordings

Record this modification in the aircraft log books.

Drawings

13 ~~12~~. Drawing A13533 consisting of one (1) sheet is issued herewith.

Effect on Weight and Balance of the Aircraft

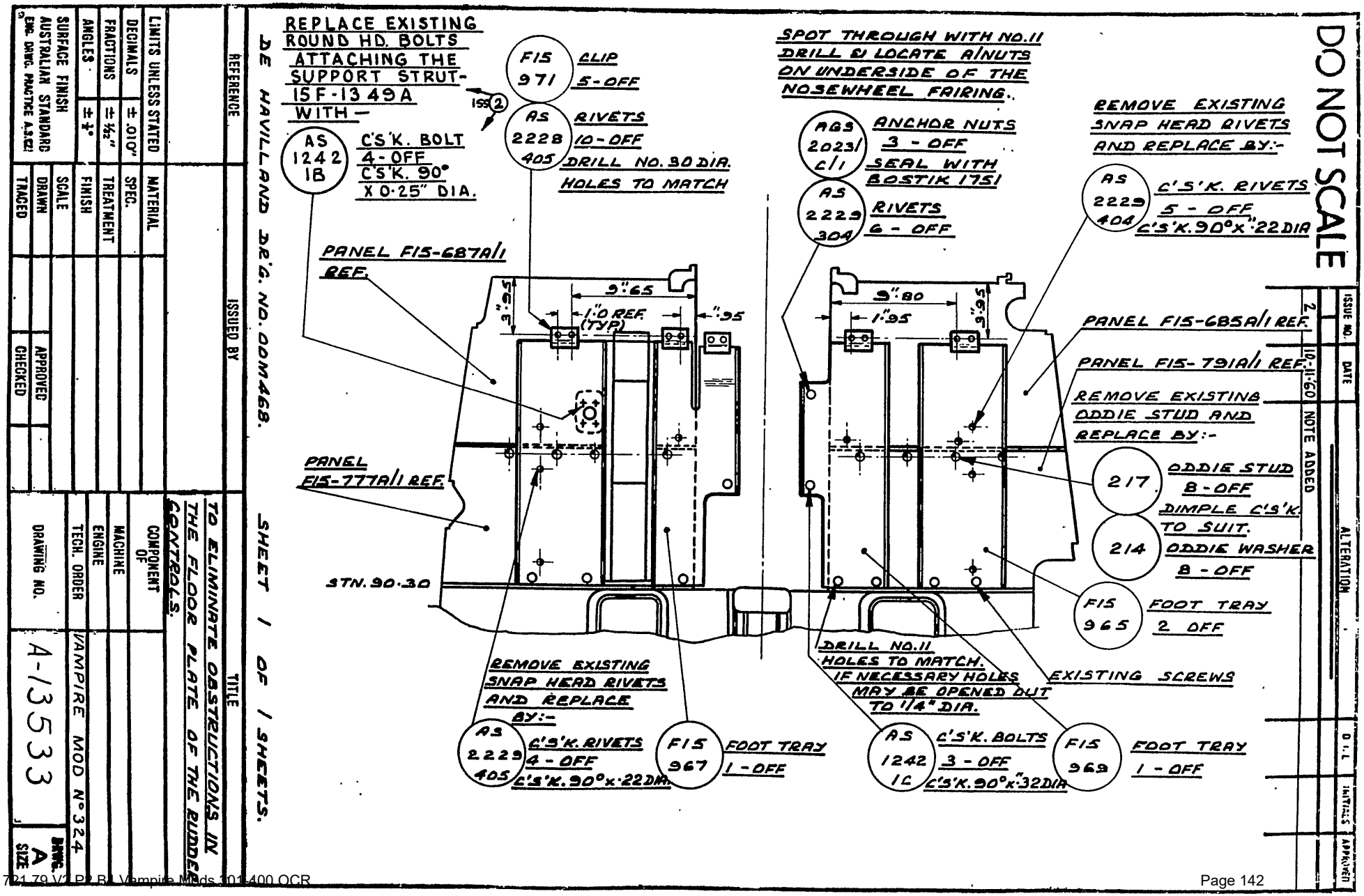
14 ~~13~~. Amendments to Weight Sheet Summaries will be consolidated and issued by Department of Air. The effect of this modification on the weight and balance of the aircraft is as follows:-

Item	Weight (lb) ±	Arm (in) ±	Moment (lb in) ±
Foot Trays	+ 2.7	- 100	- 270

References : Files, Department of Air, 9/84/1057 and 150/8/2300

Attachment : Drawing A13533

Date of Issue : 11th November, 1960. (Issued with A/L 212 - November 1960)


DO NOT SCALE
REPLACE EXISTING ROUND HD. BOLTS ATTACHING THE SUPPORT STRUT-15F-1349A WITH —
AS 1242 1B
C'S'K. BOLT 4-OFF C'S'K. 90° X 0·25" DIA.
FIS 971
CLIP 5-OFF
AS 2228 405
RIVETS 10-OFF
DRILL NO. 30 DIA. HOLES TO MATCH
ISS 2
SPOT THROUGH WITH NO.11 DRILL & LOCATE A/NUTS ON UNDERSIDE OF THE NOSEWHEEL FAIRING.
AGS 2023/ C/1
ANCHOR NUTS 3-OFF SEAL WITH BOSTIK 1751
AS 2229 304
RIVETS 6-OFF
REMOVE EXISTING SNAP HEAD RIVETS AND REPLACE BY:-
AS 2229 404
C'S'K. RIVETS 5-OFF C'S'K. 90°x·22 DIA
PANEL FIS-687A/1 REF.
PANEL FIS-685A/1 REF.
PANEL FIS-791A/1 REF.
REMOVE EXISTING ODDIE STUD AND REPLACE BY:-
217
ODDIE STUD 8-OFF DIMPLE C'S'K. TO SUIT.
214
ODDIE WASHER 8-OFF
PANEL FIS-777A/1 REF.
FIS 965
FOOT TRAY 2 OFF
STN. 90·30
REMOVE EXISTING SNAP HEAD RIVETS AND REPLACE BY:-
AS 2229 405
C'S'K. RIVETS 4-OFF C'S'K. 90°x·22 DIA.
FIS 967
FOOT TRAY 1-OFF
DRILL NO.11 HOLES TO MATCH. IF NECESSARY HOLES MAY BE OPENED OUT TO 1/4" DIA.
EXISTING SCREWS
AS 1242 1C
C'S'K. BOLTS 3-OFF C'S'K. 90°x·32 DIA
FIS 969
FOOT TRAY 1-OFF
9".65
9".80
1".95
1".0 REF. (TYP)
·95
5".3
5".6
DE HAVILLAND DR'G. NO. 0M468. SHEET 1 OF 1 SHEETS.
ISSUE NO. 2
DATE 10-11-60
NOTE ADDED
ALTERATION
D.L.L.
INITIALS APPROVED
REFERENCE
ISSUED BY
TITLE
TO ELIMINATE OBSTRUCTIONS IN THE FLOOR PLATE OF THE RUDDER CONTROLS.
COMPONENT OF
MACHINE
ENGINE
TECH. ORDER
VAMPIRE MOD N°324
DRAWING NO.
A-13533
DRWG. SIZE A
LIMITS UNLESS STATED
DECIMALS ± .010"
FRACTIONS ± 1/32"
ANGLES ± 1°
SURFACE FINISH
AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.E.2
MATERIAL
SPEC.
TREATMENT
FINISH
SCALE
DRAWN
TRACED
APPROVED
CHECKED

WINDSCREEN WIPER - INTRODUCTION

Introduction

1. (a) The Reason for the Modification

To improve the visibility of the pilot when flying in rain.

(b) Description and Features by which the Modification can be Recognised

The wiper operates on the port side of the windscreen and covers sufficient area for the pilot only.

(c) Relationship with Other Modifications

Nil.

(d) Reason of Classification

Non-incorporation of the modification limits the conditions under which aircraft can be flown.

(e) Effect on Servicing and/or Ground Handling

Amendments will be made to the appropriate servicing instructions.

(f) Effect on Aircraft Limitation

Nil.

(g) Effect on Aircrew Operation

Appropriate amendment action has been taken to include relevant information in AAP 953 Vampire Flight Manual.

(h) Number of Parts Comprising the Order

One part.

Application

2. Vampire Mk 35A - all aircraft
Vampire Mk 35 - all aircraft except A79-642 which was modified as a trial installation.

Man-Hours and Trade Mustering Involved

3. Approximately 225 man-hours are required to incorporate this modification. The trade musterings involved are airframe fitters, electrical fitters and armament fitters.

Airframe fitter	210 man-hours
Armament fitter	5 man-hours
Electrical fitter	10 man-hours

When Modification is to be Incorporated

4. This modification is to be incorporated on all applicable aircraft as soon as practicable after receipt of modification sets. However, as it requires the use of special jigging tools, of which there are only two sets available for service use, this modification will be carried out at the direction of HQSC.

Responsibility for Incorporation

5. This modification is to be carried out by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft, at the direction of Headquarters Support Command.

Equivalent Modifications

6. De Havilland (Aust) Mod No V776 Air Ministry Modification Vampire 3311, 3617 and 3618.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, etc

8. Department of Air:-

TFM 4975	Location & Mitre Jig
TFM 4976	Weld Jig
TFM 4977-1	Drill Jig and Cutter Guide
TFM 4977-2	Special Cutter
TFM 4977-3	Special Cutter
TFM 4978	Drill, Scribe, and File Template
TFM 4979	File Template
TFM 4980	Drill Template
TFM 4981	Drill Jig
TFM 4982	Location Jig
TFW 5399	Drill Jig

(Issued with A/L 257 - December 1962)

Drawings

9. Drawing A14240, Sheets 1 to 17. Units requiring to demand on HQSC.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	G105C/500817 C/TO 6220-548-0196	A 6745-24	Light, Pillar, Inst Panel, "Grimes"	1	
2		A15-125ND	Block, Packing	1	
3		A15-127ND	Disc, Ply	2	
4	A79-504520	AC 60246	Motor, Windscreen Wiper	1	
5	A79/504521	ACM 19552/8	Blade, Wiper	1	
6		CF15-565	Knob	1	
7		CF15-581A	Bracket Assy	1	
8		CF15-589A	Shaft Assy, Control Valve, Long	1	
9		CF15-613A	Shaft Assy, Control Valve, Short	1	
10		F15-963	Label (Telephone Selector)	1	
11		FC15-123ND	Tube, Bridging	1	
12		FS15-601	Ring, Reinforcing	1	
13		FS15-639A	Bracket, Mounting, Control Valve	1	
14	A79/504522	FS15-647A	Valve, Control and Mounting Platform Assy	1	
15		S15-1251AND	Pipe Assy	1	
16		S15-1253AND	Pipe Assy	1	
17		S15-1255AND	Pipe Assy	1	
18		S15-1257AND	Pipe Assy	1	
19		S15-1259AND	Pipe Assy	1	
20		S15-1261AND	Pipe Assy	1	

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
21		S15-1263AND	Pipe Assy	1	
22		S15-1265AND	Pipe Assy	1	
23		S15-1267AND	Pipe Assy	1	
24		S15-1269AND	Pipe Assy	1	
25		S15-1271AND	Pipe Assy	1	
26		S15-1273AND	Pipe Assy	1	
27		S15-1275AND	Pipe Assy	1	
28		S15-1277AND	Pipe Assy	1	
29		S15-1289A	Bracket, Mounting, Wiper Motor	1	
30		S15-1299	Clip	1	
31		S15-1329ND	Clip	2	
32		S15-1331ND	Packing, Laminated Shim, 1/16" Thick	2	
33		S15-1333ND	Packing, Laminated Shim, 1/16" Thick	2	
34		S15-1335	Gasket, Sealing		
35		S15-1415AND	Pipe Assy	1	
36		S15-1417AND	Pipe Assy	1	
37		15S-1259	Bush	1	
38	A79/504523	15S-1391AND	Arm, Wiper	1	
39	T27W/7	UMC 703	Valve, Non Return	1	
40	H28/12619	A24/BT	Locknut, SS, 4BA	1	
41	H28/12623	A25/5B	Bolt, HTS, Hex Hd 4BA 9" long	1	
42	H28/12512	A25/1C	Bolt, HTS Hex Hd 2BA x 5" long	3	
43	H28/12531	A25/3C	Bolt, HTS Hex Hd 2BA x .75" long	4	
44	H28/12546	A25/14E	Bolt, HTS Hex Hd 1/4" BSF x 1.9" long	3	
45	H28/13040	A26/3B	Bolt, SS, Hex Hd 4BA x 7" long	1	

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
46	H28C/2206	AGS 250/58	Screw, Brass, Wood, Csk Hd No 8 x 1" long	2	
47	H28/5721	AGS 904A	Nut, Al Al, Coupling Sleeve Outer, 1/8" BSP	1	
48	H28C/9703	AGS 1102A	Union, Al Al, Cone Type, Tube OD 3/16"	2	
49	H28C/9704	AGS 1102B	Union, Al Al, Cone Type, Tube OD 1/4"	1	
50	H28C/10782	AGS 1118A	Tee, Al Al, 1/8" BSP	1	
51	H28C/10610	AGS 1118B	Tee, Al Al, 1/4" BSP	1	
52	H28C/10020	AGS 1120/1	Tee, Al Al, Unequal 1/4" x 1/4" x 3/16" BSP	1	
53	H28C/13290	AGS 1120/11	Tee, Al Al, Unequal 3/8" x 3/8" x 1/8" BSP	1	
54	H28C/10785	AGS 1145A	Union, Al Al, Hex BLKD, Cone Type, Tube OD 3/16"	3	
55	H28C/9533	AGS 1145B	Union, Al Al, Hex BLKD, Cone Type, Tube OD 1/4"	1	
56	H28/10491	AGS 1148A	Nut, Al Al, Coupling, Thin 1/8" BSP	3	
57	H28/9584	AGS 1148B	Nut, Al Al, Coupling, Thin 1/4" BSP	1	
58	H28C/10858	AGS 1149/1	Washer Plate, .4" ID x 1" OD x 18 SWG	6	
59	H28C/9585	AGS 1149/2	Washer Plate, .53" ID x 1.15" OD x 18 SWG	2	
60	H28/11177	AGS 1159A	Cap, Blanking, Al Al, 1/8" BSP	1	
61	H28/27024	AGS 2001B/1	Nut, MS Hex, Nyloc Insert, 4BA	3	
62	H28/27054	AGS 2001E/2	Nut, SS Hex, Nyloc Insert, 1/4" BSF	3	
63	H28C/9419448	AGS 2035B	Washer, MS Lock, Shake-proof, Flat, Int Teeth	1	
64	H28/8315	AS 1242/12C	Bolt, HTS Csk Hd 90° 2BA x 1.6" long	1	

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
65	H28/8316	AS 1242/13C	Bolt, HTS Csk Hd 90° 2BA x 1.7" long	1	
66	H28/11937	AS 1246/1B	Bolt, HTS Rd Hd, 4BA x .45" long	4	
67	H28/12948	AS 1246/3B	Bolt, HTS Rd Hd, 4BA x .65" long	1	
68	H128F/63516 "O" No known alternative	AS 2227/202	Rivet, Al Al, Rd Hd, 1/16" Dia x 1/8" long	3	
69	H128F/64408 "O" Alt 5320-117-6516	AS 227/403 AN 470AD4-3	Rivet, Al Al, Rd Hd, 1/8" Dia x 3/16" long	1	
70	H128F/64409 "O" Alt 5320-117-6826	AS 2227/404 AN 470AD4-4	Rivet, Al Al, Rd Hd, 1/8" Dia x 1/4" long	3	
71	H128F/64411 "O" Alt 5320-117-6828	AS 2227/406 AN 470AD4-6	Rivet, Al Al, Rd Hd, 1/8" Dia x 3/8" long	14	
72	H128F/6422 "O" Alt 5320-117-6838	AS 2227/505 AN 470AD5-5	Rivet, Al Al, Rd Hd, 5/32" Dia x 5/16" long	5	
73	H128F/64421 "O" Alt 5320-117-6837	AS 2230/504 AN 470AD5-4	Rivet, Al Al, Csk Hd 120° 5/32" Dia x 1/4" long	1	
74	H128F/63545 No known alternative	AS 2230/604	Rivet, Al Al, Csk Hd 120° 3/16" Dia x 1/4" long	1	
75	H28/12763	AS 2920/9E	Bolt, SS Csk Hd, 90° 1/4" BSF x 1.35" long	1	
76	H28/12764	AS 2920/10E	Bolt, SS Csk Hd, 90° 1/4" BSF x 1.45" long	1	
77	H128F/12765	AS 2920/11E	Bolt, SS Csk Hd, 90° 1/4" BSF x 1.55" long	1	
78		AS 3360/B7E	Bonding, Flexible	1	
79	H28C/36384	DHS 190	Washer, SS, 90° Csk, for 2BA Bolt	2	
80	H28C/36386	DHS 191	Washer, SS, 90° Csk, for 1/4" BSF Bolt	3	

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
81	NIV	NPN	Dowel 3/16" Dia x 4" long Comm'l, wood	1	
82	NIV	NPN	Ply, Spec V37, 5" x 4" x 1/16" thick	4	
83	H28B/12462	SP 9/08	Pin, Split, N1 A1, 1/16" Dia x 1" long	1	
84	H28C/12346	SP 10/B	Washer, MS Plain, 26 SWG x .157" ID	2	
85	H28C/12305	SP 13/B	Washer, MS Plain, 18 SWG x .157" ID	3	
86	H28C/12252	SP 13/C	Washer, MS, Plain, 18 SWG x .202 ID	7	
87	H28C/12253	SP 13/E	Washer, MS, Plain, 18 SWG x .270" ID	3	
88	H28C/13388	SP 14/E	Washer, SS, Plain, 18 SWG x .270" ID	3	
89	H28C/14034	SP 25/B	Washer, Brass, Tin Plated, 22 SWG .157" ID	2	
90	H28B/13293	SP 28/H6	Pin, Taper, HTS 1/8" Dia x 3/4" long	1	
91	9150-RAF-34B-9425139		Grease to Spec XG276	AR	C
92	I1/9715		Wire, Locking, 22 SWG, DTD 189	AR	
93	I32A/94		Cord, Stringing, Spec, 4F.35	AR	
94	I32B/5 079		Fabric, Mercerised, DTD 407A	AR	
95	9150-910-0572		Hydraulic Fluid, Petroleum Based, Spec OM15	AR	C
96	9150-910-0513		Grease to Spec XG 275	AR	C
97	K3/167		Dope, cellulose, Finishing Clear, to Spec DTD Tautening 751	AR	C
98	K3/175		Primer, Zinc Chromate to Spec RAAF 2K7	AR	C

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
99	K3/321		Enamel, Cellulose, Black to Spec K18	AR	C
100	K3/353		Varnish Pigmented Jointing, Compound to Spec DTD 369A	AR	C
101	K3/364		Filler, Pigmented, Cellulose to Spec DTD 772A	AR	C
102	K3/365		Covering, High Speed, Aluminium, to Spec DTD 772A	AR	C
103	K3/370		Thinners, Cellulose, to Spec DTD 843 for Dopes to DTD 772A	AR	C
104	K3/371		Stopper Oil Base	AR	C
105	K3/386		Compound, Sealing, Bostik 1751	AR	C
106	I3/387		Cement, Adhesive, Bostik 1790	AR	C
107	K3/407		Glue, Beetle, Type "A" to Spec BS 1204	AR	C
108	K3/410 or K3/411 or K3/412		Hardener, Beetle, 2B (Blue)	AR	C
			Hardener, Beetle, W15 (Violet)	AR	C
			Hardener, Beetle, GP 30 (Yellow)	AR	C
109	8030-RAF-33C1281		Boscoprene 2100	AR	C
110	K4/37		Solution, Copper Napthenate	AR	C
111	K4/152		Beeswax	AR	C
112	K4/10332(0) N 198/61		Ethylene Glycol, redistilled to Spec RAF K22	AR	
113	K4/10612		Lacquer, Tropic Proofing to Spec BALM S2027	AR	C
114	K4/10862		Putty, Cellulose, "Quick Stop"	AR	C
115	I1/9842		Rod, Blowpipe Brazing, Aluminium Silicon, 1/16" dia, 10% Silicon	AR	
116	K4/10344		Acid, Nitric Refined	AR	C

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
117	K4/10936		Flux, Aluminium Silicon Brazing Rod 10 SWG 10% Silicon CIG Type 10	AR	C
118	K4/11055		Acid, Selenious Crystals	AR	
119	H28B/13603	AGS 838/8	Ring, Sealing, Rubber, .31" ID	2	

Supply

11. Modification sets are to be obtained as follows:-

Items 1 - 90 Demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown for Vampire Mod No 325.

Items 91 - 117 Draw from unit stores.

Method and Sequence of Incorporation

12. The armament fitter is responsible for sub-paras (a) (ii), (a) (x), (db) (iv) and (db) (vii).

The electrical fitter is responsible for sub-paras (a) (i), (a) (iv), (bb), (db) (i) and (db) (viii).

The airframe fitter is responsible for the remainder.

(a) Carry out the following in accordance with the current authorised procedure:-

(i) Disconnect and remove the aircraft batteries.

(ii) Disarm both ejection seats.

(iii) Remove both ejection seats.

(iv) Release all hydraulic pressure and drain the hydraulic system.

(v) Drain the de-icer fluid tank.

(vi) Disconnect and remove the equipment on the radio shelf in the nose.

(vii) Disconnect and remove the instrument panel.

(viii) Remove the cannon doors.

(ix) Remove the port gun fairing.

(x) Remove the port gun.

Retain all items for re-assembly.

(b) Refer to sheets 2 and 3 of the drawing. Cover the windscreen with a sheet of paper, and locate the tool TFM 4981 on the front face of the windscreen. Drill the 27/32" dia hole through the de-icing tube fairing, fuselage and redux plate. Remove the tool.

(c) Disconnect and remove the windscreen de-icing tube fairing 15FC-3157A (ref) and retain all attaching items. Modify it to sheet 1 of the drawing using item 11, and test it to ensure that the brazing carried out has not restricted the bridge tube, so as to prevent a reasonable flow of fluid through the port spray holes.

(d) Remove the lower and port windscreen masking strips 15FC-1295 and 15FC-1301 (ref) using extreme caution to avoid breaking the windscreen rubber seal.

Retain all attaching items. Refer to sheet 2 of the drawing and modify the masking strip as follows:-

(i) Chamfer the edges shown shaded on the drawing to tool No TFM 4979.

(ii) Dry fit the fairings, and allowing for a further coat of boscoprene 2100, check that the edge of the chamfer is level with the plane of the glass.

(iii) If necessary, increase the chamfer to suit.

(e) Refit the masking strips with boscoprene 2100 (item 109).

Note: As the amount of boscoprene 2100 determines the height of the fairing, the amount used must be carefully controlled to ensure that the masking strips are assembled with the chamfered edge flush with the windscreen.

(f) Referring to sheet 2 of the drawing, cut a groove in the fuselage woodwork to accommodate the new bridge tube fitted to the de-icing tube fairing.

(g) Refer to sheet 3 of the drawing and chamfer the top edge of the 27/32" dia hole to suit the bush. Smear the hole with bostik 1790 and the bush with 1751 and lightly drive the bush in position till it is flush with the surrounding structure.

(h) Refit the de-icing tube fairing in position using attaching items retained from operation (c), bostik 1751 and bostik 1790 (items 105, 106).

(j) Working now in the cockpit, remove and retain the GGS actuator with its attaching nuts, washers, and rework the fuselage as detailed on sheet 5 of the drawing (items 3, 81, 107 and 108 are required).

(k) Refer to sheets 3 and 4 of the drawing, assemble the wiper motor mounting bracket (item 29) to the tool No TFM 4982 and fit the assembly in position in the bush.

(l) Shave the packing block (item 2) until it fits neatly in the position shown on sheets 4 and 6 of the drawing.

Back mark the two original woodscrew holes from the redux plate on the packing block, and dry screw the block in position with two woodscrews (item 46).

(m) Remove the bracket and tool assembly from the fuselage.

(n) Refer to sheet 6 of the drawing and shape and fit the ply (item 82). Two pieces (1/16" thick) are to be glued together and shaved down to produce the required thickness of packing at each end.

(o) Remove the packing block and ply, then glue the ply to the packing block and glue and screw this assembly to the fuselage in accordance with current authorised procedure. (Items 107, 108 and 46 will be required).

(p) Treat the bare wood in accordance with current authorised procedure using items 110, 113 and finish matt black using item 99.

(q) Working now on the forward face of bulkhead No 1 and referring to sheet 7 of the drawing, remove the brake header tank, its mounting bracket (Part No CF15-411A) and its hydraulic pipe (Part No S15-1161AND). Retain all these for re-assembly.

(r) Refer to sheet 8 of the drawing and bolt tool No TFM 4978 in position. Drill 3 off "W" dia holes, 1 off 17/32" dia hole, 14 off 3/32" dia holes. Cut and file out the large rectangular hole.

Remove the tool.

(s) Refer to sheet 7 of the drawing and plug the redundant rivet hole from the brake header tank mounting bracket using item 69 or 72.

(t) Refer to sheet 7 of the drawing and try the brake header tank bracket (retained from operation (q) in position. If redundance bolts interfere with the seating of the bracket on Mk 35A aircraft, remove and plug them with csk rivets (items 73 and 74).

(u) Rivet the brake header tank bracket in its new position as called for on sheet 7 of the drawing; using rivets (item 72 and/or 70). Bostik 1790 and bostik 1751 (items 105 and 106) are to be used as sealant.

(v) Reassemble the brake header tank to the bracket. Rework its hydraulic pipe (Part No S15-1161AND) by hand to suit the new position of the brake header tank. Repart No the pipe to S15-1247AND and fit it to the aircraft.

(w) Refer to sheet 9 of the drawing and assemble the control valve mounting bracket (item 13) and the reinforcing ring (item 12) to the bulkhead using 14 off rivets (item 71). Bostik 1790 and bostik 1751 (items 105 and 106) are to be used as sealant.

(x) Refer to sheet 9 of the drawing and assemble the long shaft assembly (item 8) to the control and parking valve (item 14) drill the shaft and valve No 29, and ream to give a light drive fit of the bolt (item 41). Temporarily fit the bolt.

Fit this assembly to the bulkhead using the sealing gasket (item 34) and 4 bolts and washers (items 43 and 86). Bostik 1790 and bostik 1751 (items 105 and 106) are to be used as sealant.

(Issued with A/L 257 - December 1962)

(y) Working now in the cockpit, refer to sheet 9 of the drawing, and remove the telephone selector switch bracket (Part No R15-327A) from the instrument panel support structure. Remove the Telephone selector switch and the light from the bracket. Discard the bracket and all attaching screws, but retain the switch, light and nuts.

(z) Remove the starboard mast switch label (Part No 15F-612ND) and modify it to sheet 10 of the drawing. Re-rivet it in position on the instrument panel support structure using rivets (item 68) and duralac (item 100).

(aa) Refer to sheet 9 of the drawing and temporarily fit the new bracket assembly (item 7) on the support structure by fitting the five attachment bolts, nuts and washer (items 61, 66, 85 and items 42, 86).

(ab) Line ream the guide blocks in the bracket assembly to provide a clearance of .003" to .005" on the short shaft (item 9).

(ac) Fit the short shaft in the position shown on sheet 9 of the drawing, and mark both shafts in the position they are to be cut, ie mark the long shaft .43" from the end of the mollart joint and mark the short shaft .5" from the face of the label on the bracket assembly as shown on the drawing.

(ad) Remove both shafts and the bracket assembly from the aircraft, cut the shafts to length, and assemble the long shaft to the mollart joint with taper pin (item 90). Assemble the short shaft to the bracket assembly with molydest grease (item 91).

(ae) Refer to sheet 9 of the drawing, bolt the long shaft to the control valve assy using items 41, 85 and 61.

Assemble the bracket assembly to the aircraft with duralac (item 100), items 61, 66, 85 and items 42, 86.

(af) Referring to sheet 9 of the drawing, assemble the control knob (item 6) in position on the short shaft so that the control valve is in the 'park' position when the control knob is in the 'park' position. Use items 63 and 67.

(ag) Fit the light (retained from operation (aj) to the bracket assembly using items 66 and 84.

(ah) Refer to sheets 4 and 6 of the drawings and again fit the tool and bracket assembly (first fitted in operation (k) in position in the bush. Ensure that there is sufficient room remaining on the block to fit the GGS actuator.

(aj) Refer to sheet 4 of the drawing and drill the fuselage 'F' dia from the outboard hole in the wiper motor mounting bracket. Temporarily bolt the bracket in position with a bolt, nut and washer (items 75, 62 and 88).

(ak) Refer to sheets 4 and 6 of the drawing and drill the fuselage 'F' dia from the forward inboard hole in the wiper motor mounting bracket. Spot from the remaining (Aft-inboard) hole, 'F' dia x approx 1/4" deep. Bolt and pin the tool TFW 5399 to these two holes. Drill two new holes 13/64" dia from the tool for the GGS actuator and pin the tool through them. Drill the fuselage 'F' dia from the tool, through the aft inboard hole of the wiper motor mounting bracket.

Remove tool TFW 5399 from the aircraft.

Note: The outboard 13/64" dia hole for the GGS actuator may be drilled separately from the Tool TFW 5399, if drilling from the tool causes the actuator to be fitted at an angle to the mounting block.

(al) Remove the bracket and tool (TFM 4982) from the aircraft and unbolt the tool from the wiper motor mounting bracket.

(am) Open out the three 'F' dia holes to 17/64" dia and countersink the top face to suit the DHS 191 washer.

Countersink the top face of the two GGS holes to suit the DHS 190 washer.

(an) Refer to sheet 4 of the drawing and bolt the wiper motor (item 4) to the wiper motor mounting bracket (item 29) with items 44 and 87 using duralac (item 100).

(ao) Try the motor and bracket in position. Shim (using item 32, 33) if necessary to maintain the .05" dia (given on sheet 3 of the drawing) and bolt the bracket in position with items 75, 76, 77, 62, 80 and 88. Seal with bostik 1751 and 1790 (items 105 and 106) on the bolts, and grease (item 96) in the bush. Bond motor and bracket assembly to the adjacent bonding strip using item 78.

(ap) Refer to sheet 6 of the drawing and bolt the GGS actuator in position using items 64, 65, 79 and nuts, washers retained from operation (j). Seal with bostik 1751 and 1790 (items 105 and 106).

(aq) Repair the finish on the top surface of the fuselage in accordance with current authorised procedure, using items 94, 97, 101, 102, 103, 104, 113 and 114.

(ar) Refer to sheet 11 of the drawing and fit the bulkhead unions (items 54, 55, 56, 57, 58 and 59) to the holes drilled in operation (r). Bostik 1790 and 1751 (items 105 and 106) are to be used as sealant.

(as) Refer to sheet 11 of the drawing and fit all hydraulic pipes forward of bulkhead No 1, together with the return line below the cockpit floor. These comprise items 16, 17, 20, 21, 22, 24, 26, 28, 30, 31, 39, 49, 51 and 52.

(at) Refer to sheet 11 on the drawing, remove and discard the canopy jettison pressure line to the selector 15S767AND and fit all hydraulic pipes in the cockpit. These are shown on the "View on the aft face of bulkhead No 1" and comprise items 15, 18, 19, 23, 25, 27 and 50.

(au) Refer to sheet 12 of the drawing and fit the new jettison jack return pipes in the ammunition and hydraulic bays. Items 35, 36, 48 and 53 are required. Blank off the redundant connection at the selector valve using items 47, 60 and 83.

(av) Wirelock all unions using item 92 and lash pipes where necessary with items 93 and 111.

(aw) Reconnect the de-icing tube fairing and recharge the hydraulic and de-icer systems in accordance with AAP 721:79/33 Vol 1 (use items 95 and 112).

(ax) Carry out tests as called for in para 18(a) to (e) inclusive. Fit the wiper blade (item 5) to the wiper arm (item 38) as shown on sheet 13 of the drawing, using items 45, 89 and 40.

(ay) Fit the wiper arm assy as follows:-

(i) With the control knob set to the "park" position, fit the wiper arm assy in the "park" position as shown on sheet 14.

(ii) Turn the control knob to the 'off' position, and with the blade held off the glass, turn the arm and blade to check its travel as shown on sheet 14 of the drawing.

(iii) Push the arm down the spline until slightly more than .030" clearance exists above the windscreen, as shown on sheet 3 of the drawing, tighten the clamp bolt.

(az) Referring to sheets 3 and 13 of the drawing, adjust the blade pressure to give the required 6 lbs. Again check the .030" min clearance.

Note: The windscreen wiper is on no account to be run on a dry windscreen.

(ba) Refer to sheet 15 of the drawing, and using tool No TFM 4980 drill 1 off 'F' dia hole through the instrument panel.

Pin and clamp the tool in position and drill and file out the .62" dia hole.

(bb) Refer to sheet 15 of the drawing and fit and connect the Grimes pillar light (item 1) to the 'F' dia hole.

(bc) Repart No the instrument panel from F15-551A/9 to F15-551A/10.

(bd) Carry out the following operations in accordance with current authorised procedure:-

(i) Reconnect and install the instrument panel (for fitment of the telephone selector switch see sheet 16 of the drawing. Item 10 will be required and for fitment of pitot and static hoses, see sheet 17 of the drawing. Item 119 will be required).

(ii) Reconnect and install the equipment on the radio shelf in the nose. Check that the pipe from the brake header tank does not foul.

(iii) Install both ejection seats.

(iv) Install the port gun.

(v) Install the port gun fairing.

(vi) Fit the cannon doors.

(vii) Rearm both ejection seats.

(Issued with A/L 257 - December 1962)

(viii) Replace and reconnect the aircraft batteries.

Items Removed

13. The following items are removed on incorporation of this modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
120	A79/503009	15A 147A	Bolt, Special, Actuator	1	
121	A79/503010	15A 148A	Bolt, Special, Actuator	1	

Action on Items Removed

14. The removed items listed above have no further application to this use and are to be actioned as follows:-

Items 120 and 121 To be discarded.

Action on Stock Holdings of Removed Items

15. Items 120 and 121 Department of Air will advise obsolete/ obsolescent action on these items.

Modification of Spares

16. The following spares are affected and are to be modified at the direction of Headquarters Support Command.

Ident No	Part No	Nomenclature	Remarks
(a) A79/502395	15F612ND	Label, Master Switch RH	Rework to sheet 10 of g and re- s Part No and Ident 509. blanking the ith items 47, & wirelocking. y as Part No D and Ident 538.

Paragraph 16 add by colu ns-

"(d) A79/504515 15FC3157A Tube, De-icing c/w Fairing (i) Rework to sheet 1 of the drawing using Tool Nos TFM 4975, TFM 4976 and TFM 4977-1-2-3

(ii) Test as in Para 18 (b)

(iii) Re-identify as Part No FC15-119A Ident No A79/504542"

ber 1962)

AL263

Ident No	Part No	Nomenclature	Remarks
(c) A79/502327 'D' SEE OVERPRINT	15S5A	Assy of Selector Valve Unit	Rework by blanking the now redundant cone on Q00225 with items 47, 60 and 83 and wire-locking. Re-identify as Part No S15-1431A and Ident No A79/504539.

A partial modification set will comprise:-

For Spares (a) No items are required.

For Spares (b) and (c) Item 47, 1 off, item 60, 1 off, item 83, 1 off. Items to be drawn from unit stores.

"For Spare (d) Item 11 to be manufactured as required"

Additional Information

17. Not applicable.

Tests - Inspection and Acceptance

18. (a) Carry out a full functional and operational check on the complete hydraulic system and all hydraulically operated components in accordance with AAP 721:79/33 Vol 1, Sect 3, Chap 6, Para 32. Times for the operation of services other than the speed brakes (as given in the AAP) should remain within tolerance when these services are operated with the windscreen wiper full on. The operational time for the speed brakes with the windscreen wiper full on is $\frac{1}{2}$ - $1\frac{1}{2}$ secs up or down.

Note: 1. During functioning of the services the windscreen wiper may slow down but this is considered not critical.

2. The above tests should be carried out before the windscreen wiper arm and blade have been assembled to the spline, so as to eliminate the necessity of keeping the windscreen wet while operating the wiper.

(b) Operate and check the windscreen de-icer system.

(c) Carry out pitot-static check in accordance with Instrument Instruction 0/0/4.

(d) Check the radio for correct functioning.

(e) Carry out a pressure test of the cockpit.

Recording

19. Record incorporation of this modification as follows:-

(a) In airframe log book.

(b) On Form E/E 78 (Modification Progress Chart).

Modification Incorporation Certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. Amendments to Weight Sheet Summaries will be consolidated and issued by Headquarters Support Command.

The effect of this modification on the weight and balance of the aircraft is as follows:-

Item	Weight (lb) ±	Arm (in) ±	Moment (lb in) ±
Windscreen Wiper Installation complete	+10.5	-106.3	-1,116

References: File, Department of Air, 208/18/414 (43A)
File, Headquarters Support Command, 2501/110/3066

Date of Issue: 24th December 1962

(Issued with A/L 257 - December 1962)

TO IMPROVE THE MANUAL OPERATION OF THE EMERGENCY OXYGEN SYSTEM

Reason for and Description of Modification

1. Operation of the existing manual release for the emergency oxygen is extremely difficult with both seats occupied and the occupants wearing flying equipment and with the seat and parachute harness done up. This modificatio introduces an easier method of release.

Application

2. This modification is to be carried out on all Mk 35A and Mk 35 aircr

Responsibility for Incorporation

3. This modification is to be incorporated by operating units, aircraft depots and the civilian contractor responsible for servicing Vampire aircraft The trade musterings responsible are armament fitter, instrument fitter and safety equipment worker.

Action in Respect of Spares

4. Not applicable.

Orders Superseded or Cancelled

5. This modification supersedes and cancels the requirements of RAAF Special Technical Instruction Instruments/12 with respect to the above aircra

Equivalent Modifications

6. De Havilland (Aust) Mod V777 is the equivalent modification.

Supply

7. The following parts are required to complete one modification set:-

Item	Ident No	Part No	Nomenclature	No off per Set	Stores Class
1		S15-1241A	Handle Assembly	2	
2	H28/12511	A25/1B	Bolt, HTS, Hex Hd, 4BA x 0.60" long	2	
3	H28C/12305	SP13/B	Washer, MS, Plain, Thin, 0.157" I/D x 0.301" O/D	2	

(Issued with A/L 205 - July 1960)

Item	Ident No	Part No	Nomenclature	No off per Set	Stores Class
4	H28/27024	AGS 2002B/1	Nut, MS, Self Locking, Nyloc, 4BA	2	
5	I32A/94		Cord, Stringing, Spec 4F35	AR	
6	K4/152		Beeswax	AR	

Notes: (a) Items 1 to 4 inclusive will be delivered from the De Havilland Aircraft Pty Ltd, to the De Havilland Modification Centre. Units requiring modification sets are to demand from the De Havilland Modification Centre, Bankstown, NSW.

(b) Items 5 and 6 are to be drawn from unit stores.

Disposal of Parts Removed

8. Not applicable.

Disposal of Parts in Stock

9. Not applicable.

When Modification is to be Incorporated

10. This modification is to be incorporated as soon as practicable but not later than the next "D" servicing after modification sets are available.

Method of Incorporation

11. (a) Man-Hours Involved : Approximately 4 man-hours will be required to incorporate this modification.

(b) Special Tools, Jigs, etc: No special tools or jigs are required to incorporate this modification.

(c) Sequence of Operations :

(i) Open canopy hatch and make safe the pilot's and navigator's ejection seats in accordance with current authorised procedure.

(ii) Fit safety pins to both emergency oxygen bottles.

(Issued with A/L 205 - July 1960)

(iii) Working on the pilot's ejection seat. Locate the emergency oxygen sets, seat attachment bracket and disconnect the anchor hook from the static line.

(iv) Withdraw the end fitting of the operating cable housing from the anchor socket.

(v) Remove and discard the yellow and black emergency marking tube or tape from the operating cable housing.

(vi) Assemble one off handle assembly, item 1, to the cable housing end fitting using one off bolt, nut and washer, items 2, 3 and 4 respectively. Care is to be taken that the handle is attached in such a way that it will take up the position indicated in drawing A13465.

(vii) Re-engage the end fitting of the operating cable housing in the anchor socket.

(viii) Lash the front portion of the handle to the operating cable housing as indicated in drawing A13465 using waxed cord, items 5 and 6.

(ix) Connect the anchor hook to the static line.

(x) Repeat operations (iii) to (ix) inclusive on the navigator's ejection seat.

(xi) Remove the emergency oxygen sets safety pins and ensure that the tell tale wire is intact.

(xii) Re-arm the pilot's and navigator's ejection seat as and when necessary. Close the canopy hatch.

(d) Tests

Not required.

(e) Recording

Record this modification in the airframe log book.

Drawings

12. Drawing A13465 is issued herewith.

Effect on Weight and Balance of the aircraft.

13. The effect of this modification on the weight and balance of the aircraft is negligible.

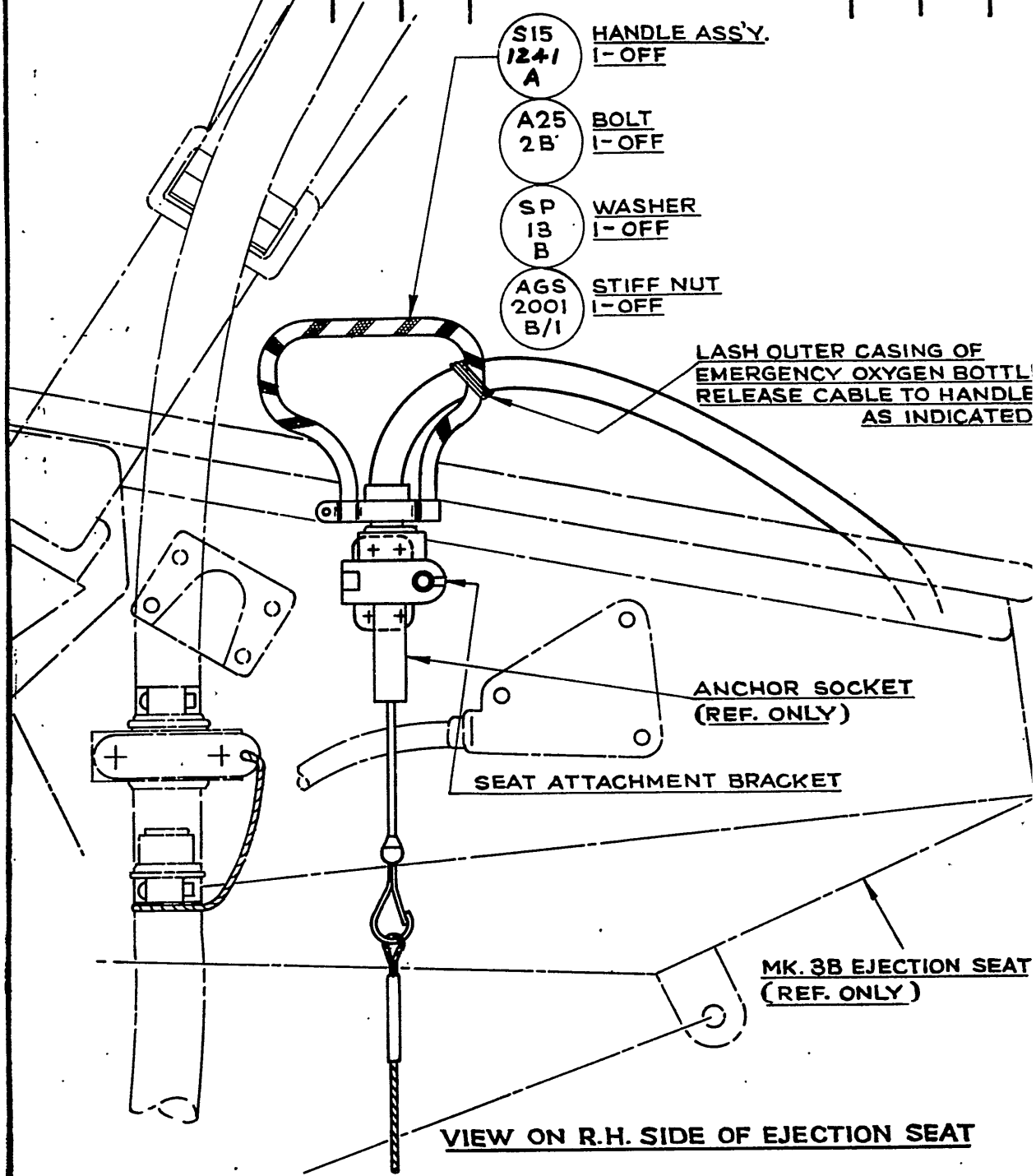
References : Files, Department of Air, 9/84/365 and 150/8/2196

Attachment : Drawing A13465

Date of Issue : 13th July, 1960. (Issued with A/L 205 - July 1960)

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	B. I. L.	INITIALS	APPROV



VIEW ON R.H. SIDE OF EJECTION SEAT

DE HAVILLAND DRAWING No. 00M 456 SHT. 1 OF 1 SHEE

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING	TO IMPROVE THE MANUAL OPERATION OF THE EMERGEN OXYGEN SYSTEM

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	VAMPIRE
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD 32
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.121		SCALE		DRAWING NO.	A-13465
		DRAWN	APPROVED		
		TRACED	CHECKED		

AAP 721:79 VOLUME 2, PART 2 VAMPIRE MODIFICATION NO 327

Class 2

LOCATING SPIGOTS AND ADDITIONAL SEALING AT FUSELAGE FUEL TANK FILLER NECK

Reason for and Description of Modification

1. Cases have been reported of breakdown of the seal of the filler neck due to movement of the tank in the aircraft. This modification introduc locating spigots and additional sealing at the filler neck.

Application "This modification is to be incorporated concurrently with or prior to Vampire modification No 307". AL

2. This work is to be carried out on all Mk 35A and Mk 35 aircraft.

Responsibility for Incorporation

3. This modification is to be incorporated by operating units, aircr depots and the civilian contractor responsible for servicing Vampire aircraft The trade mustering responsible is Airframe Fitter.

Action in Respect of Spares

4. The following spares are affected and are to be modified at the direction of Headquarters Support Command.

Ident No	Part No	Nomenclature	Remarks
(a) A79/504332	P15-595AND	Tank, Main, c/w Booster Pump and Pacitor Tank Unit	Rework to paras (c) (ii) and (vi and re-identify Part No P15-597A and Ident No A79/504368.

Partial modification sets for spares will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre. Units requiring partial modification sets are to demand from the De Havilland Modification Centre Bankstown, NSW.

A partial modification set will comprise:-

For Spare (a) Items 1 to 3 inclusive. Set to be Marked "Spares/Mod V778/A79-504332".

(Issued with AL 198 - June 1960)

Orders Superseded or Cancelled

5. No orders are superseded or cancelled by the incorporation of this modification.

Equivalent Modification

6. De Havilland (Aust) Mod V778 and Air Ministry Modification VAM3431 are equivalent modifications.

Supply

7. The following parts are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No off per set	Stores Class
1	NI	12 PT 1807	Nut, special	8	C
2	NI	15PT7	Spigot, Main Fuel Tank	1	C
3	NI	15PT8	Spigot, Main Fuel Tank	1	C
4	I1/9715		Wire-locking non-corrod 22 SWG	AR	C
5	K3/387		Cement, adhesive, Bostik 1790	AR	C
6	K3/436		Cement, adhesive, Bostik 1410	AR	C
7	K3/446		Cement, adhesive Boscoprene 2413 Parts 1 and 2	AR	C
8	T32C/5296		Rubber, sheet, Neoprene 1/8" thick	AR	C
9	K3/407		Glue, Beetle, Type "A"	AR	C
10	K3/410		Hardener, Beetle, Blue 2B	AR	C
		or			
	K3/411		Hardener, Beetle, Violet W15	AR	C
		or			
	K3/412		Hardener, Beetle, Yellow GP30	AR	C
11	A79/503625	12PT1429	Ring, Sealing	1	C

Notes: (a) Items 1 to 3 inclusive will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre.

(Issued with AL 198 - June 1960)

(b) Units requiring modification sets are to demand from the De Havilland Modification Centre, Bankstown, NSW.

(c) Items 4 to 11 inclusive are to be drawn from unit stores

Disposal of Parts Removed

8. The following part will be removed by the incorporation of this modification:-

Item No	Ident No	Part No	Nomenclature	No off per set	Sto Cla
12	A79/501379	P98383	Washer, cup special	8	C

Note: Item No 12 is to be examined and if serviceable returned store.

Disposal of Parts in Stock

9. Stocks of item 12 are no longer required for Mk 35A and Mk 35 aircraft, but are to be held in store for use on Mk 30 and 31 Vampire aircra

When Modification is to be Incorporated

10. The modification is to be incorporated as soon as practicable bu not later than the next "D" servicing after modification sets are available.

Method of Incorporation

11. (a) Man-Hours Involved : Approximately 90 man-hours will be required to incorporate this modifica

(b) Special Tools, Jigs, &c : No special tools will be required to incorporate this modification.

(c) Sequence of Operations :

(i) Locate the main fuselage fuel tank filler orifice or the upper port side of the fuselage, aft of the canc and check the following points:-

(a) That the rubber sealing ring (Part No 12PT 1429) correctly in position and has not exuded into th filler neck orifice and is compressed against th locating block in the fuselage shell aperture at points, making a satisfactory sealed joint.

(Issued with AL 198 - June 1960)

(b) That the filler neck of the fuel tank is concentric with the fuselage shell orifice.

(c) That the fuselage shell orifice is no less than 5" 250 dia at the bottom, so as to allow for the fitment of the new spigots.

Note: If any of these checks reveal an unsatisfactory state, the fuel system is to be drained, the main fuel tank removed in accordance with AAP 721:79/33 Vol 1, Sect 4, Chap 2, and the deficiency corrected as follows:-

(a) Remove the rubber sealing ring, Part No 12 Pt 1429, then fit an annular ring of ply, of the required thickness, to make up the discrepancy and so ensure compression of the sealing ring on re-assembly. Glue the ply ring to the base of the filler locating block with items 9 and 10. Replace the rubber sealing ring and secure it in position with Bostik 1410 (item 6), ensuring that it lies central about the filler locating block, but distort it slightly in order to clear the grounding socket.

(b) To maintain filler neck concentricity, the tank bearer blocks at the top of bulkhead No 3, and on the fireproof bulkhead, may be adjusted by adding to, or relieving the rubber packings. When adding use item 8 as required and secure with Boscoprene 2413 Parts 1 and 2 (item 7), applied to the bearing surfaces.

(c) The filler neck orifice in the fuselage shell may be slightly relieved in order to achieve a snug fit of the locating spigots, and if relieved, the bared surfaces must be treated in accordance with current authorised procedure. Re-install the main tank in the aircraft, once again following the procedure detailed in AAP 721: 79/33 Vol 1, Sect 4, Chap 2.

(ii) The sealed joint having been found in order, or corrected, remove the now redundant stiffnut and special cup washers, item 12, from the flange of the filler neck, and after having filled the aperture between the flange and the rubber seal with a liberal layer of Bostik 1790, item 5, secure the two locating spigots, items 2 and 3 to their respective positions on the flange using eight new special nuts, item 1, as shown on drawing A13486. It is important to ensure that the cut outs in the spigots are positioned over the over-flow drain hole and that the drain hole is free from any restrictions.

(Issued with AL 198 - June 1960)

(iii) Wire lock each of the special nuts to one another in succession with item 4. Repair any damage to the finish of the wooden aperture, in accordance with current authorised procedure.

(d) Tests : If the main fuel tank has been removed, refue and carry out a fuel flow and pressure test i accordance with current authorised procedure.

(e) Recording : Record this modification on the airframe log book.

Drawings

12. Drawing A13486 consisting of one (1) sheet is issued herewith.

Effect on Weight and Balance of the Aircraft

13. Amendments to Weight Sheet Summaries will be consolidated and issued by Department of Air.

The effect of this modification on the weight and balance of the aircraft is as follows:-

Item	Weight (lb) ±	Arm (in) ±	Moment (lb in) ±
Special nut and spigots	+ 1.1	- 10.9	- 12

References : Files, Department of Air, 9/84/74 II and 150/8/2236

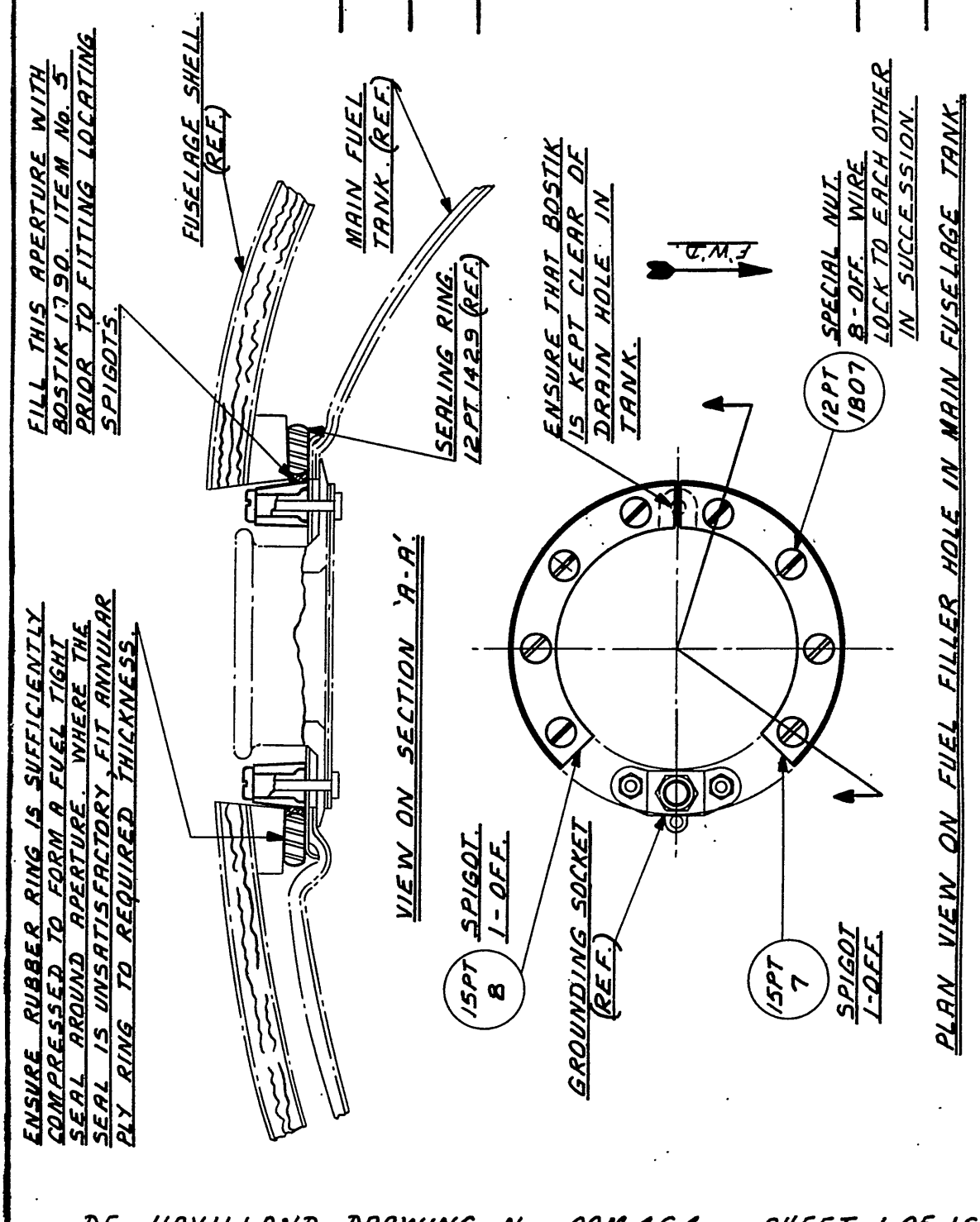
Attachment : Drawing A13486

Date of Issue : 7th June 1960

(Issued with AL 198 - June 1960)

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED



DE HAVILLAND DRAWING No. 00M464. SHEET 1. OF 1 SHEET

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING	LOCATING SPIGOTS & ADDITIONAL SEALING AT FUSELAGE FILLER NECK.

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD 327
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.(2)		SCALE		DRAWING NO.	A 13486
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

REDESIGNED RUDDER CONTROL PULLEY BRACKET ASSEMBLY IN MAIN FUEL TANK BAY - INTRODUCTION

Reason for and Description of Modification

1. Replacement of the rudder control cable in the main fuel tank bay is a difficult operation and the time involved is prolonged by the necessity to withdraw the pulley and its attachment bolt from the pulley bracket. This modification introduces a redesigned pulley bracket to obviate this necessity.

Application

2. This work is to be carried out on all Vampire Mk 35-35A aircraft.

Responsibility for Incorporation

3. This modification is to be incorporated by operating units, aircraft depots and the civilian contractor responsible for servicing Vampire aircraft. The trade mustering responsible is airframe fitter.

Action in Respect of Spares

4. Not applicable.

Orders Superseded or Cancelled

5. No orders are superseded or cancelled by the incorporation of this modification.

Equivalent Modifications

6. De Havilland (Aust) Mod V 783 and Air Ministry Modification VAM 3527 are equivalent modifications.

Supply

7. The following parts are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off	Stores Class
1		12.3CF.269	Bracket, Pulley	1	
2		12.3CF.271	Washer, special	1	
3	H28/27033	AGS 2002C/1	Nut, MS, Self Locking, Thin Nyloc Insert, 2BA	1	

(Issued with A/L 196 - May 1960)

Item No	Ident No	Part No	Nomenclature	No Off	Stores Class
4	H28/12629	A25/8C	Bolt, HTS, Hex Hd, 2BA x 1.25" long	1	
5		AS 2806/4/065	Distance Tube, MS $\frac{1}{4}$" o/d, .65" long x 22 SWG	1	
6	H28C/12252	SP.13/C	Washer, MS, Plain, Thin, 2BA.	2	
7	H28C/NIV	DHS.69/FF	Washer, Brass, Laminated Shim, .38" i/d x .9" o/d x 1/16" thick	1	
8	H28/12990	A25/9A	Bolt, HTS, Hex Hd, 6BA x 1.25" long	1	
9	H28/13288	A27/AP	Nut, MS, Plain, RH Thread, 6BA	1	
10	H28/12462	SP.9/C8	Pins, split, Ni Alloy 1/16" dia x 1" long	1	

Notes: (a) Items 1 to 10 inclusive will be delivered from the De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre.

(b) Units requiring modification sets are to demand from the De Havilland Modification Centre, Bankstown NSW.

Disposal of Parts Removed

8. The following part is removed by the incorporation of this modification:-

Item No	Ident No	Part No	Nomenclature	No Off	Stores Class
11		13.CF.339	Pulley Bracket	1	C

Note: Item 11 is to be discarded.

Disposal of Parts in Stock

9. Not applicable.

When Modification is to be Incorporated

10. The modification is to be incorporated as soon as practicable but not later than the next "D" servicing after modification sets are available.

Method of Incorporation

11. (a) Man-Hours Involved : Approximately 76 man-hours will be required to incorporate this modification.

(Issued with A/L 196 - May 1960)

(b) Special Tools, Jigs, Etc: No special tools or jigs are required to incorporate this modification.

(c) Sequence of Operations :

(i) Drain the fuel system and remove the main fuel tank in accordance with AAP 721:79/33 Vol 1, Sect 4, Chap 2.

(ii) Locate and disconnect the rudder cable at the port rib No 1.

(iii) Refer to drawing A13487. Locate the intermediate control pulley bracket assembly installed at the bottom edge of the air duct opening on the port side of the main fuel tank bay. From this bracket assembly remove the now redundant rudder control cable pulley Bracket, (item 11), by removing the 6BA nut and bolt locking the bracket to the rear boss and unscrewing the bracket from the boss. Dismantle and remove the pulley from the bracket and retain the pulley, nut and washer.

(iv) Screw the new pulley Bracket Assembly (item 1) into the boss previously occupied by the redundant pulley bracket assembly, first fitting the minimum thickness of the new shim Washer (item 7) to obtain correct alignment as shown on the drawing. Fit the new Special Washer (item 2), on the pulley spindle and now fit the original pulley to the spindle and secure it using the original $\frac{3}{8}$" BSF slotted nut, drill the spindle using a No 51 (.0670" dia) drill and lock the nut with a new 1/16" Split Pin (Item 10).

(v) When the Rudder Control Cable has been placed in position on the pulley, ensure that the new pulley bracket assembly is in its correct alignment. With a No 32 dia drill, drill through the shank of the new assembly in line with the existing holes in the boss. To lock this shank in the boss fit a new 6BA bolt, (item 8) and Nut (item 9), peen this bolt to lock.

(vi) Now fit a new 2BA Washer (item 6), and the new distance tube, (item 5), to the new Bolt (item 4). Refer again to the drawing and fit these items, as shown, to the hole provided in the new pulley bracket

(Issued with A/L 196 - May 1960)

assembly, secure them in position using a new 2BA Stiffnut, (item 3) and 2BA Washer (item 6).

(vii) Proceed with the fitment and final connection of the rudder cable in accordance with current authorised procedure.

(viii) Reinstall the main tank in the aircraft, in accordance with AAP 721:79/33, Vol 1, Section 4, Chapter 2.

(d) Tests

(i) Refuel the aircraft and carry out a fuel flow and pressure test in accordance with authorised procedure.

(ii) Check the setting and tensioning of the rudder controls in accordance with AAP 721:79/33 Vol 1, Sect 3, Chap 4.

(e) Recordings

Record this modification on the aircraft log book.

Drawings

12. Drawing 13487 consisting of one (1) sheet is issued herewith.

Effect on Weight and Balance of the Aircraft

13. The effect on the weight and balance of the aircraft is negligible.

References : Files, Department of Air, 9/84/1058 and 150/8/2237.

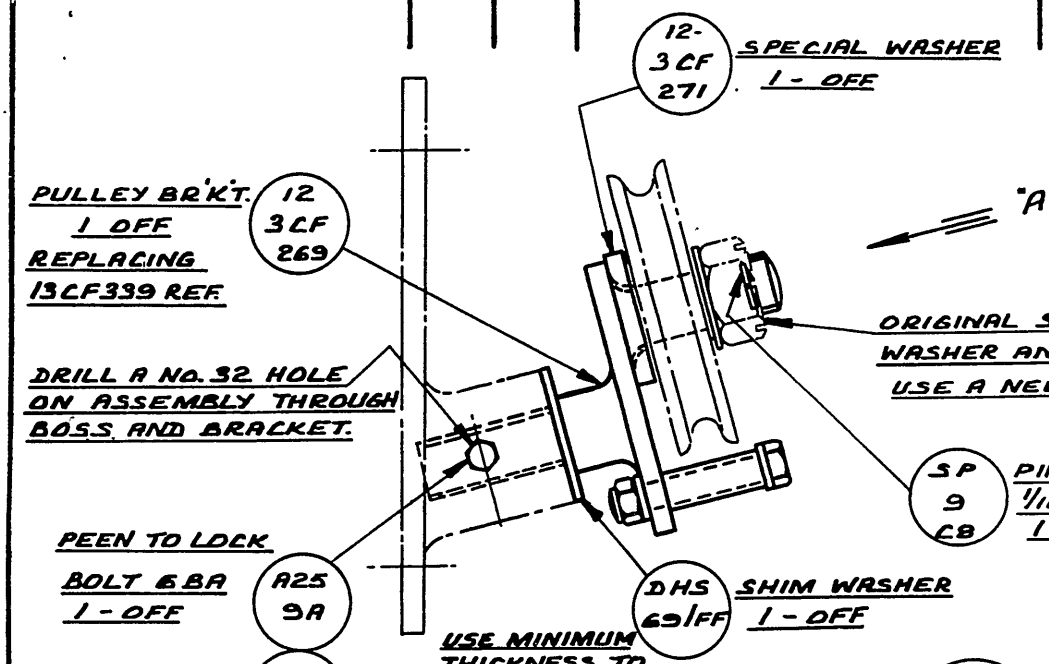
Attachment : Drawing A13487

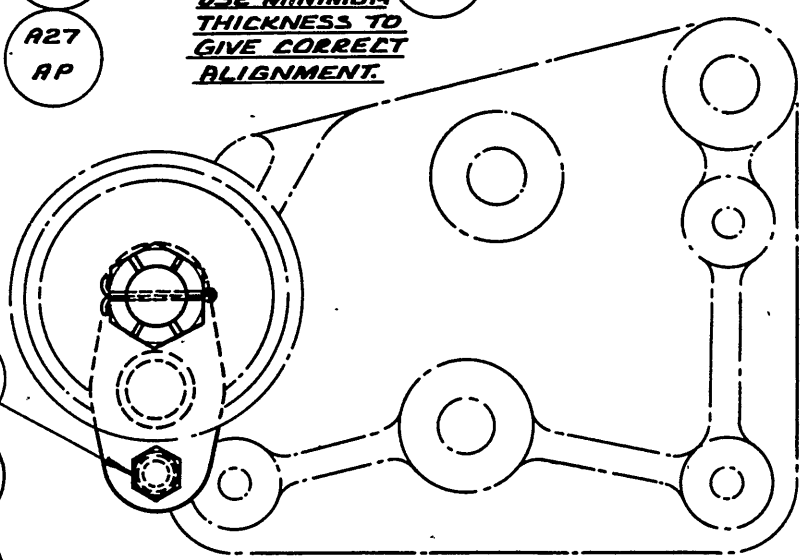
Date of Issue : 25th May, 1960.

(Issued with A/L 196 - May 1960)

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. I. L.	INITIALS	APPR





VIEW ON ARROW 'A'

VIEW OF MODIFIED INTERMEDIATE PULLEY BRACKET ASSEMBLY, SITUATED ON THE MAIN TANK BAY PORT WALL

DE HAVILLAND DR'G. NO. OOM 463 SHEET 1 OF 1 SHEETS.

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING	REDESIGNED RUDDER CONTRO PULLEY BRACKET- INTRODUCT

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± 1/2°	FINISH		TECH. ORDER	VAMPIRE MOD. 328
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.C.21		SCALE		DRAWING NO.	A 13487
		DRAWN	APPROVED		
		TRACED	CHECKED		

TO IMPROVE THE ANGLE OF BRAKE AND RUDDER PEDALS - INTRODUCTION

Reason for and Description of Modification

1. Complaints have been received concerning crew discomfort caused by th existing upright position of the rudder pedals when located at the fully exten position. This modification introduces blocks at the pedal base to improve t angle of the foot position and movement.

Application

2. This work is to be carried out on all Vampire Mk 35 and Mk 35A aircra except Mk 35 aircraft Serial Nos A79-637 and A79-604 which were modified as trial installations.

Responsibility for Incorporation

3. This modification is to be incorporated by operating units, aircraft depots and the civilian contractor responsible for servicing Vampire aircraft. The trade mustering responsible is airframe fitter.

Action in Respect of Spares

4. The following spares are affected and are to be modified at the direction of Headquarters Support Command:-

Ident No	Part No	Nomenclature	Remarks
A79/503979	CF15-331A	Tube, Cross, and Rudder Pedal Assy Forward	Rework to para 11(c) (ii) - (v) inclusive and re-identify as Part No CF15-331A/1 and Ident No A79/504355
A79/504003	CF15-333A	Tube, Cross, and Rudder Pedal Assy Aft	Rework to para 11(c) (ii) - (v) inclusive and re-identify as Part No CF15-333A/1 and Ident No A79/504356

Partial modification sets for spares will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre, Bankstown, NSW. Units requiring modification sets are to demand from the De Havilland Modification Centre, Bankstown, NSW.

(Issued with A/L 178 - January 1960)

Method of Incorporation

11. (a) Man-Hours Involved : Approximately 4 man-hours will be required to incorporate this modification.

(b) Special Tools, Jigs, etc: No special tools will be required t incorporate this modification.

(c) Sequence of Operations :

(i) Open nose cap, disconnect aircraft batteries and locate in the cockpit the rudder pedal pads.

(ii) Remove and retain the existing lower rudder pedal pads and retain the attaching screws for re-assembly.

(iii) Remove and retain the existing packing block on the rudder pedal casting and discard the attaching bolts. Retain the nuts and washers for re-installation.

(iv) Position the new packing block, Item 1, as shown on drawing A13466 Sheet 1 and attach both blocks using new bolts, Item 2, and existing nuts and washers.

(v) Re-assemble rudder pedal pads using screws retained in para 11(c) (ii).

(vi) Connect aircraft batteries and close nose cap.

(d) Tests : Operate each rudder pedal and ensure that pedals function freely.

(e) Recording : Record this modification in the Airframe Log Book.

Drawings

12. Drawing A13466 consisting of (1) one sheet is attached herewith.

Effect on Weight and Balance of the Aircraft

13. The effect of this modification on the weight and balance of the aircraft is negligible.

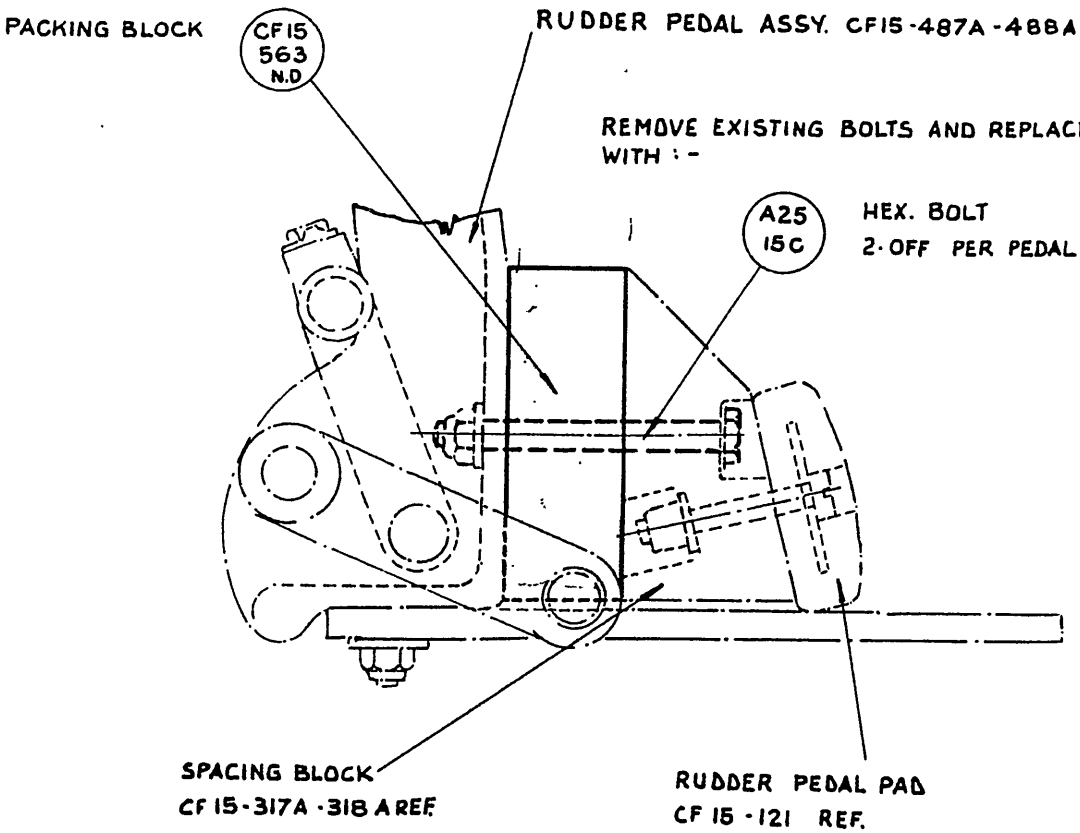
References : Files, Department of Air, 9/84/1113 and 150/8/2197

Attachment : Drawing A13466

Date of Issue : 12th January, 1960

DO NOT SCALE

ISSUE NO	DATE	ALTERATION	D. I. L	INITIALS	APPROVED



DE HAVILLAND DRAWING Nº 00M 457

SHEET 1 OF 1 SHEET

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING	TO IMPROVE THE ANGLE OF BRAKE AND RUDDER PEDALS - INTRODUCTION

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	VAMPIRE
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD 329
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.121		SCALE		DRAWING NO.	A-13466 DRWG. A SIZE
		DRAWN	APPROVED		
		TRACED	CHECKED		

Class 2

SPEED BRAKE HOSE - REPLACEMENT

Reason for and Description of Modification

1. Defects have been received of hose failure, adjacent to the swaged end fitting, which is screwed into the speed brake jack. This modification introduces a longer hose and improves the run of the hose.

Application

2. This modification is to be carried out on all Mk 35A and Mk 35 aircraf except aircraft Serial No A79-616 which was modified as a Trial Installation.

Responsibility for Incorporation

3. This modification is to be incorporated by operating units, aircraft depot and the civilian contractor responsible for servicing Vampire aircraft. The trade mustering responsible is airframe fitter.

Action in Respect of Spares

4. The following spares are affected and are to be modified at the direction of Headquarters Support Command:-

	Ident No	Part No	Nomenclature	Remarks
(a)	A79/504327	W15-1407A/4	Wing, Spare, LH Mk 35A	Rework to paras 11(c) (ii) to (viii) inclusive and reidentify as Part No W15-1407A/5 and Ident No A79/504364.
(b)	A79/504328	W15-1409A/4	Wing, Spare, RH Mk 35A	Rework to paras 11(c) (ii) to (viii) inclusive and reidentify as Part No W15-1409A/5 and Ident No A79/504365.
(c)	A79/504329	W15-1041A/4	Wing, Spare, LH Mk 35	Rework to paras 11(c)(ii) to (viii) inclusive and reidentify as Part No W15-1041A/5 and Ident No A79/504366.
(d)	A79/504330	W15-1043A/4	Wing, Spare, RH Mk 35	Rework to paras 11(c) (ii) to (viii) inclusive and reidentify as Part No W15-1043A/5 and Ident No A79/504367.

(Issued with A/L 194 - May 1960)

[illegible]artial [illegible]ation sets for spares will be delivered from De [illegible] Aircr[illegible] Ltd to the De Havilland Modification Centre. Units [illegible]rial [illegible]cation sets are to demand from the De Havilland [illegible]entr[illegible]stown, N.S.W.

[illegible]lification set will comprise:-

For [illegible] (a) Items 1 to 8 inclusive, Set to be marked "Spares/Mod V 788/ A79-504327".

(b) Items 1 to 8 inclusive, Set to be marked "Spares/Mod V 788/ A79-504328".

(c) Items 1 to 8 inclusive, Set to be marked "Spares/Mod V 788/ A79-504329".

(d) Items 1 to 8 inclusive, Set to be marked "Spares/Mod V 788/ A79-504330".

Orders Superseded or Cancelled

5. No orders are superseded or cancelled by the incorporation of this modification.

Equivalent Modification

6. De Havilland Aust Mod V 788 is the equivalent modification.

Supply

7. The following parts are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	H28/26104	DHS 30 Mk 7	Clip, Al Pipe ½" o/d x 22 swg	2	
2	H28/12528	A25/1B	Bolt, HTS, Hex Hd, 4 BA x .5" long	2	
3	H28/27024	AGS 2002B/1	Nut, MS Hex Nyloc Insert, 4BA	2	
4	H28C/12305	SP 13/B	Washer, MS Plain, Thin, .157" i/d x 1.301" o/d x .048" thick	2	

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
5	T27M/7780	AIR 31836 or DL 1244/29.1	Hose Assembly	2	
6	A79/500376	Q00.49	Banjo	2	
7	H28C/8221	AGS 1135/A	Union, HTS, Banjo Bolt, Double Ended, 3/16" o/d	2	
8	H28C/8225	AGS 1138/A	Washer, Al Alloy, Jointing .39" i/d x .56" o/d x .08" thick	6	
9	I32A/94	BS 4F35	Cord, Stringing, Spec 4F35	AR	
10	K4/152	-	Bees Wax	AR	
11	I1/9715	DTD 189	Wire-locking, 22 swg DTD 189	AR	

Notes: (a) Items 1 to 8 inclusive will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre. Units requiring Modification Sets are to demand from the De Havilland Modification Centre, Bankstown, NSW.

(b) Items 9 to 11 inclusive are to be drawn from unit stores.

Disposal of Parts Removed

8. The following part will be removed by the incorporation of this modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
12	T27M/7778	AIR 31832 or DL 1244/25.1	Hose Assembly	2	A

Note: Item 12 is to be the subject of a Board of Survey.

Disposal of Parts in Stock

9. Not applicable.

(Issued with A/L 194 - May 1960)

When Modification is to be Incorporated

10. The modification is to be incorporated as soon as practicable but not later than the next "D" servicing after modification sets are available.

Method of Incorporation

11. (a) Man-Hours Involved : Approximately 6 man-hours will be required to incorporate this modification.

(b) Special Tools, Jigs, etc : No special tools or jigs are required to incorporate this modification.

(c) Sequence of Operations :

(i) Select the Speed Brakes "Out" and release the hydraulic pressure in accordance with AAP 721:79/33 Vol 1, Section 3, Chap 6.

The following Operations are Applicable to Both Port and Starboard Mainplanes.

(ii) Drill 1 No 26 dia hole in the Trailing Edge Rib No 3 as shown on drawing A13534.

(iii) Re-route the Speed Brake "In" hose as shown on drawing A13534. Ensure the Banjo Pillar Bolt is first slackened, to allow for a new run of the hose. Secure the hose to the trailing edge rib as shown, using items 1, 2, 3 and 4.

(iv) Tighten the Banjo Pillar Bolt, slackened in the previous operation.

(v) Disconnect and remove the speed brake "Out" hose, item 12. Retain the existing clip, bolt and nut for re-assembly in the next operation.

(vi) Route the new speed brake "Out" hose, item 5, as shown on drawing A13534 complete with items 6, 7 and 8. Secure with the existing clip, etc, retained in the previous operation.

(vii) Whip the new hose to the existing pipes as called for on drawing A13534 using items 9 and 10. If necessary rotate the existing bonding clip on the pipes, so that the lug does not foul against the hose.

(viii) Wire lock all the hose connections using item 11.

(ix) Bleed the system in accordance with AAP 721:79/33 Vol 1, Section 3, Chap 6.

(d) Tests : Function check the Speed Brake in accordance with AAP 721:79/33 Vol 1, Section 3, Chap 6.

(e) Recordings : Record this modification on the mainplan mod plates and the aircraft log bock.

Drawings

12. Drawing No A13534 consisting of one (1) sheet is issued herewith.

Effect on the Weight and Balance of the aircraft.

13. The effect of this modification on the weight and balance of the aircraft is negligible.

References : Files, Department of Air, 9/84/63 and 150/8/2301.

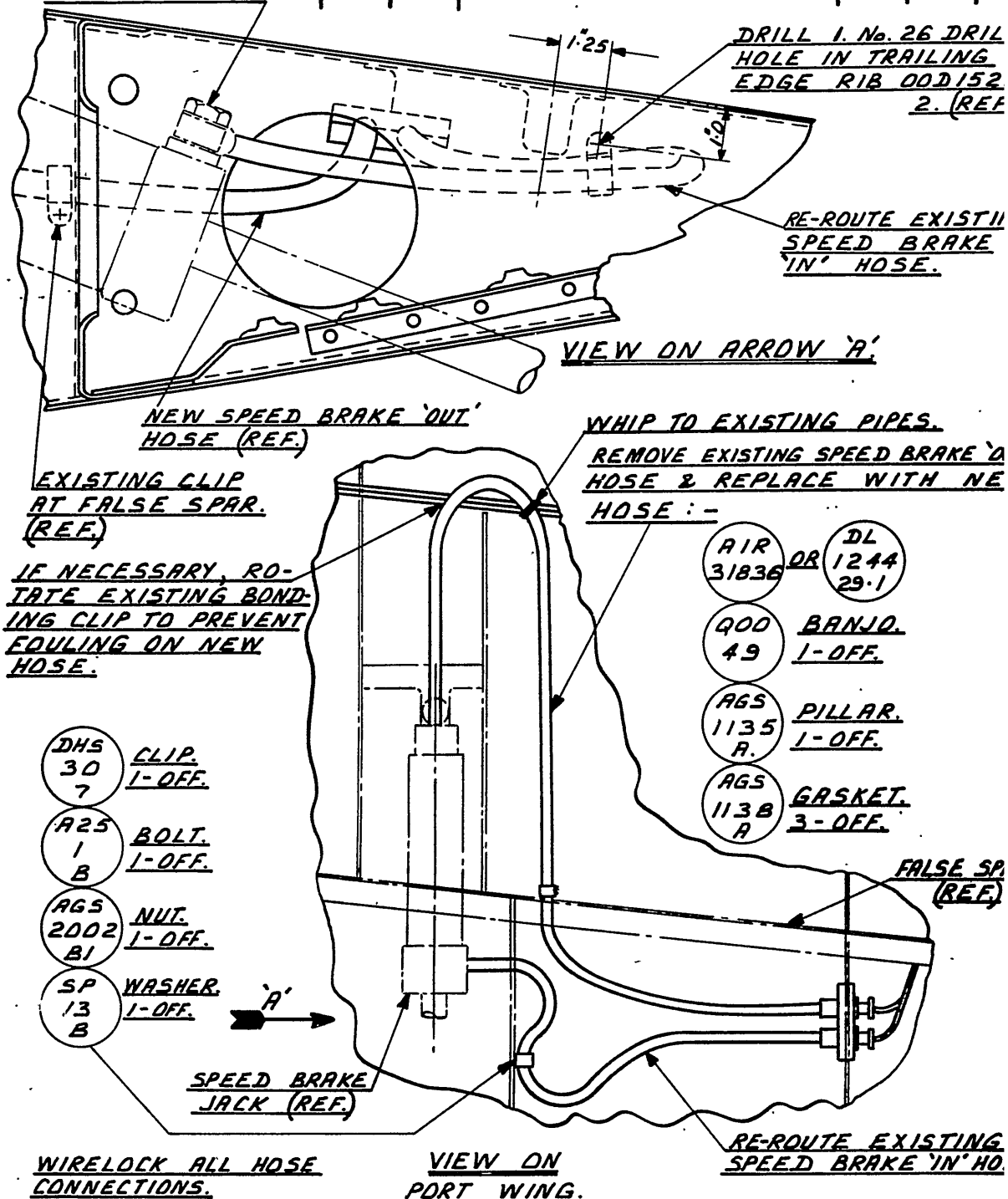
Attachment : Drawing A13534.

Date of Issue : 12th May 1960.

(Issued with A/L 194 - May 1960)

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. I. L.	INITIALS	APP



DE HAVILLAND DRAWING OOM460. SHEET 1. OF 1 SHEET.

REFERENCE	ISSUED BY	TITLE
		REPLACEMENT OF SPEED BRAKE HOSES.

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	VAMPIRE MKS 35A & 35
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD N° 330
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.(Z)1		SCALE		DRAWING NO.	A-13534
		DRAWN	APPROVED		
		TRACED	CHECKED		

Class 3

PACITOR FUEL GAUGE INSTALLATION - RE-ROUTING OF CO-AXIAL CABLES & REPOSITIONING OF COMPONENTS

Introduction

1. This modification introduces conduits in the wings to allow replacement of defective Pacitor wing tank cables without the removal of the fuel tanks and also moves the junction boxes from the No 1 fuel tank bays to the rear of the wheel wells to facilitate in situ serviceability tests of all the Pacitor wing tank cables. The Pacitor rectifier unit is also re-located in the gun-bay so that as many as possible of the existing tank cables can still be used. In addition to the above, the straight co-axial socket at the rectifier end of the cable leading to rib No 1 starboard is replaced with a right angle co-axial socket to alleviate undesirable stresses on the cable due to its restricted overall length.

2. The classification is based on improved maintenance aspects.

3. This modification consists of three parts:-

PART A	Vampire Mk 35 aircraft.
PART B	Vampire Mk 35A aircraft.
PART C	Vampire Mks 35 and 35A aircraft.

Application

4.

PART A	All Vampire Mk 35 aircraft.
PART B	All Vampire Mk 35A aircraft (excluding A79-830 which was modified as a trial installation).
PART C	All Vampire Mks 35 and 35A aircraft.

Note: It is desirable that Part C of this modification be embodied concurrently with Part A (for Vampire Mk 35 aircraft) or Part B (for Vampire Mk 35A aircraft) however some aircraft will already have Part A or B (whichever is applicable) embodied and under such circumstances Part C will have to be embodied separately.

Man-Hours and Trade Musterings Involved

5. Approximately 230 man-hours are required to incorporate Part A of the modification:

Airframe fitter - 197 man-hours (paras 14(a), (d), (e), (g) to (l) inclusive, (r), (t), (u), (w) to (ad) inclusive, (ak) to ao) inclusive, (ar), (as), (av)).

Armament fitter - 12 man-hours (paras 14(b), (f), (aq), (au)).

Electrical fitter - 5 man-hours (paras 14(c), (q), (s), (ae), (af), (at)).

Instrument fitter - 16 man-hours (paras 14(m), (n), (p), (v), (ag), (ah), (aj), (ap)).

Approximately 220 man-hours are required to incorporate Part B of this modification:

Airframe fitter - 187 man-hours (paras 30(a), (d), (e), (g) to (l) inclusive, (q), (s), (t), (v), (w), (x), (y), (3), (aa), (ab) (ah), (ai), (aj), (ak), (an), (ao), (ar)).

Armament fitter - 12 man-hours (paras 30(b), (f), (am), (aq)).

Electrical fitter - 5 man-hours (paras 30(c), (p), (r), (ac), (ad), (ap)).

Instrument fitter - 16 man-hours (paras 30(j), (l), (m), (n), (u), (ae), (af), (ag), (al).

Approximately 1.5 man-hours are required to incorporate Part C of this modification when being embodied concurrently with Part A or Part B.

Airframe fitter - nil man-hours.

Armament fitter - nil man-hours.

Electrical fitter - nil man-hours.

Instrument fitter - 1.5 man-hours (paras 46(e), (f), (g)).

Approximately 3.5 man-hours are required to incorporate Part C of this modification when not being embodied concurrently with Part A or Part B.

Airframe fitter - 1 man-hour (paras 46(a), (d), (h) (k)).

Armament fitter - .5 man-hours (paras 46 (b), (j)).

Electrical fitter - .5 man-hours (paras 46(c), (i)).

Instrument fitter - 1.5 man-hours (paras 46(e), (f), (g)).

6. This modification is to be incorporated in all applicable Vampire Aircraft as directed by Headquarters Support Command.

(Issued with AL 229 - September 1961)

PART "A"

Vampire Mk 35 A/C

Responsibility for Incorporation

7. This modification is to be incorporated by operating units and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

8. De Havilland Modification V 782.

Orders and Instructions Superseded or Cancelled

9. Not applicable.

Special Tools, Jigs, &c

10. Not applicable.

Drawings

11. Drawing A13679 sheets 1 to 12 inclusive and 18.

These drawings will not be issued with this modification but will be available on request from Headquarters Support Command.

(Issued with AL 229 - September 1961)

Modification Parts List

12. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1		N15-1221A	Mounting Plate	1	
2		N15-1225A	Mounting Bracket	1	
3		N15-1226A	Mounting Bracket	1	
4		N15-1281	Half Clamp	1	
5		N15-1283	Half Clamp	1	
6		R15-323	Fairlead, Stbd	2	
7		R15-325	Fairlead, Port	2	
8		N15-1241ND	Conduit, Stbd Rib 3 to Rib 2 Joint	1	
9		N15-1267ND	Conduit, Port Rib 3 to Rib 2 Joint	1	
10		N15-1273ND	Conduit, Port Rib 1 to Tank Arch	1	
11		N15-1275ND	Conduit, Stbd Rib 1 to Tank Arch	1	
12		N15-1277ND	Conduit, Port Tank Arch to Rib 2 Joint	1	
13		N15-1279ND	Conduit, Stbd Tank Arch to Rib 2 Joint	1	
14		N15-1285ND	Conduit, Port Rib 2 to Rib 3	1	
15		N15-1287ND	Conduit, Stbd Rib 2 to Rib 3	1	
16		N15-1291A	Cable Assy	1	
17		W15-1489ND	Cable Guide Inboard No 3 Tank Door	2	
18		W15-1491ND	Cable Guide Outboard No 3 Tank Door	2	
19	G6A/2832	GP733/003	Co-axial Cable Assy	1	
20	H28/26126	DHS31/33	Clip	10	

(Issued with A/L 229 - September 1961)

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
21		P15-593P/28	Hose	2	
		or			
		DHS160F/28	Hose	2	
22	H28/12532	A25/4C	Bolt, HTS Hex Hd 2 BA x .76 in long	2	
23	H28C/2863	A32/B16	Screw, MS Rd Hd, 4 BA x $\frac{1}{2}$" long	10	
24	H28C/2868	A32/C20	Screw, MS Rd Hd, 2 BA x $\frac{5}{8}$" long	2	
25	H28/12537	A25/14C	Bolt, HTS Hex Hd 2 BA x 1.85" long	2	
26	H28C/2815	A33/B16	Screw, MS Csk Hd 4 BA x $\frac{1}{2}$" long	4	
27	H28C/2145X	A45/B28	Screw, Brass, Csk Hd 4BA x $\frac{7}{8}$" long	4	
28	H28/8183	AGS605/1	Clip, Hose Pipe Mk 1	5	
29	H28/27024	AGS2001/B1	Nut, MS Hex 4 BA	4	
30	H28/27025	AGS2001/C1	Nut, MS Hex 2 BA	4	
31	H28/27032	AGS2002/B1	Nut, MS Hex Thin, 4 BA	14	
32	H28/27033	AGS2002/C1	Nut, MS Hex Thin, 2 BA	2	
33	H28/12153	AGS2007/B1	Nut, MS, Self Locking Double Anchor 4 BA	4	
34	H28/11957	AGS2007/C1	Nut, MS, Self Locking Double Anchor, 2 BA	1	
35	H128F/NIV	AS160/410	Rivets, Alum Csk Hd, 90°, $\frac{1}{8}$ x $\frac{5}{8}$ in long	42	
35a	H128F/63502	AS160/508	Rivets, Alum Csk Hd, 90°, 5/32" x $\frac{1}{2}$" long	2	
36	H128F/64444	AS2230/304	Rivet, Alum Alloy, Csk Hd 3/32" dia x .25" long	10	

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
37	H28/12948	AS1246/3B	Bolt, HTS, Rd Hd, 4 BA x .65" long	4	
38	H28/12516	A25/11C	Bolt, HTS, Hex Hd, 2 BA x 1.5" long	4	
39		AS2807/4/040	Distance Tube	4	
40	H28/14200	AS3181/6C	Clip, Alum Alloy, Type "P" 2 BA x $\frac{3}{8}$" dia	1	
41	H28/14086	AS3181/16C	Clip, Alum Alloy, Type "P" 2 BA x 1.0" Dia	10	
42		AS3360/B3B	Flexible, Bonding	2	
		or			
		DHS47/1	Flexible, Bonding	2	
43		AS3360/B3C	Flexible, Bonding	4	
		or			
		DHS 47/17	Flexible, Bonding	4	
44		AS3360/B4B	Flexible, Bonding	2	
45	H28C/12305	SP13B	Washer, MS, Plain 18 SWG .157" i/d, .301" o/d	10	
46	H28C/12306	SP15B	Washer, Al Al Plain 18 SWG .157" i/d, .301" o/d	10	
47	H28C/12296	SP15C	Washer, Al Al Plain 18 SWG .202" 1/d, .391" o/d	4	
47a	H28C/12731	SP16B	Washer, Al Al Plain 12 SWG .157" i/d, x.301" o/d	2	
48	H28C/12355	SP16C	Washer, Al Al Plain 12 SWG .202" i/d .391" o/d	2	
49	G5E/2877	NPN	Cable, Trivinmet small 2.5 Spec EL 1228	5'3"	

(Issued with A/L 229 - September 1961)

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
50	G5E/2931	NPN	Cable, Duvinmet small 2.5 Spec EL 1228	5'3"	
51	I32B/500082	NPN	Lacing PVC Black, 1/16" in dia	AR	
52	I32B/849	NPN	Tape, self adhesive, PVC 2.0"	AR	
53	K3/368	NPN	Primer synthetic resin DTD 772A	AR	
54	K3/356	NPN	Colour, Identification, Glossy White, DTD 772A	AR	
55	I1/NIV	NPN	Wire, Copper Tinned, .036"	AR	
56	I32B/705	NPN	Fabric, Mercerised, Strip $2\frac{1}{4}$ in Spec DTD407A	AR	
57	K3/NIV	NPN	Dope, Clear, Spec DTD 751	AR	
58	K2/274	NPN	Grease XG-315	AR	
59	K3/386	NPN	Primer, Bostik 1751	AR	
60	131B/	NPN	Balsa $\frac{1}{2}$" wide x $\frac{3}{8}$" thick or suitable alternative	AR	

Supply

13. Modification sets are to be obtained as follows:-

Item 1-50 Demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown, NSW for Vampire Modification No 332 (Part A).

Item 51-60 Draw from unit store.

(Issued with A/L 229 - September 1961)

Method and Sequence of Operation

14. The airframe fitter is responsible for sub-paras (a), (d), (e), (g), to (l) inclusive, (r), (t), (u), (w) to (ad) inclusive, (ak) to (ao) inclusive, (ar), (as), (av).

The armament fitter is responsible for sub-paras (b), (f), (aq), (su).

The electrical fitter is responsible for sub-paras (c), (q), (s), (ae), (af), (at).

The instrument fitter is responsible for sub-paras (m), (n), (p), (v), (ag), (ah), (aj), (ap).

(a) Fit undercarriage locks in accordance with AAP 721:79/33, Vol 1, Section 2, Chapter 1, Paragraph 3.

(b) Open canopy and render both ejection seats safe in accordance with current authorised procedure.

(c) Open the nose cap and disconnect the aircraft batteries.

(d) Remove the upper and lower engine cowls.

(e) Remove the gun bay doors.

(f) Disconnect and remove the cannons in accordance with current authorised procedure.

(g) Drain the fuel tanks in accordance with AAP 721:79/33 Vol 1, Section 2, Chapter 2, Paragraph 5.

(h) Remove No 1 and No 3 Fuel tank doors from port and starboard wings in accordance with AAP 721:79/33 Vol 1, Section 3, Chapter 2, Figure 1.

(j) Remove the port and starboard No 1 and No 3 Fuel Tanks in accordance with AAP 721:79/33 Vol 1, Section 4, Chapter 2, Paragraph 15.

(k) Remove side and forward tank screens from the port and starboard No 1 tank bays and the inboard screen from the port and starboard No 3 tank bays and retain together with all attachment items.

(l) Remove the access panels in the aft wall of the main undercarriage wheel well port and starboard. Retain panels and attachment items for subsequent re-assembly.

(m) Locate the Pacitor Rectifier Unit on the starboard side of the cannon bay under the cockpit floor. Disconnect and remove the rectifier unit and retain for subsequent re-assembly (sub-para v).

(n) Disconnect and remove the Pacitor cable junction boxes and their attachment items located in the port and starboard No 1 tank bays. Retain the junction boxes for subsequent re-assembly. (sub-para y).

(p) Disconnect and remove all the Pacitor co-axial cable from the engine bay and both wings. Retain all cable for re-assembly except one of the two cable Ident No G6A/2831, (item 61), which is to be disposed of in accordance with para 16.

(q) Working in the gun bay remove the existing earth cable, (item 63), connecting between the earthing bolt on the starboard side of the armament services relay panel and the earth terminal on the lower starboard side of bulkhead No 4. Dispose of this redundant cable in accordance with para 16. Disconnect all other existing earth cables at the earth terminal on the bulkhead (see para 5).

(r) Still working in the gun-bay refer to sheet 2 of drawing and rework the lower portion of bulkhead No 4 using clamps, (items 4, 5) and attachment parts, (item 29, 37, 46). After reworking bulkhead alter part number to FS15-629AND.

(s) Now assemble the new earth cable assy, (item 16), connecting between the earth terminal on the armament services relay panel and the repositioned earth terminal on bulkhead No 4 (sub-para (r)) together with existing cables disconnected in para (q).

(t) Still working on the armament services relay panel refer to sheet 1 of drawing and locate and drill four No 27 holes in the starboard side flange.

(u) Now attach the rectifier unit mounting bracket, (item 1), to the armament services relay panel, using attachment parts, (item 27, 31, 39 and 46) and picking up with holes drilled in previous sub-para (t).

(v) Refer again to sheet 1 of drawing and attach the rectifier unit removed in sub-para (m) to the mounting bracket using attachment parts (item 24).

(w) Locate the existing fairlead on the forward lower part of wing rib No 1 where the Pacitor cable passed through the rib from the engine bay to No 1 fuel tank bay. Remove the fairlead (item (s) 62, 64) and then referring to sheet 3 of drawing, enlarge the existing cut-out and add the additional parts (items 33 and 36).

The above work is to be carried out in both port and starboard wing ribs No 1.

(x) Working in the port and starboard No 1 tank bays refer to sheet 4 of drawing and enlarge the existing cut-out in the forward tank arch, and on the port side only reposition the existing pitot lines clamp block as shown using nuts, (item 34) and rivets, (item 36).

(y) Working in the wing between ribs No 4 and No 5 aft of the main undercarriage wheel well refer to sheet 5 of drawing and install the Pacitor Junction box mounting bracket (item 2 port, item 3 starboard) using attachment screws, (item 26). Now assemble the junction boxes, removed in sub-para (n) to the mounting brackets with attachment parts, (items 30, 38 & 47).

The above work is to be carried out in both port and starboard wings.

(z) Still working in the wings refer to sheets 4, 6, 77 of the drawing and install the new conduits (items 9, 10, 12 and 14 Port and items 8, 11, 13 and 15 Starboard). Conduits are to be bonded to structure as shown on the above sheets of drawing using (items 20, 23, 31, 43, 44, 45, 42, 41, 25, 28, 22, 48, 21).

(aa) Add new fairleads, (items7 and 6), at port and starboard ribs No 1 respectively.

(ab) Refer to sheet 8 of drawing and modify port and starboard No 3 fuel tank bay doors by adding new cable guides, (items 17 and 18, using attachment parts, (item 35). Modify domed mounting plate on door as shown. Fill the gap between the existing redundant cable guides with strip, (item 60) secured with adhesive, (item 59), then apply a fabric strip over these cable guides and over the existing cut-out in the domed mounting plate as shown using adhesive, (item 59). Also modify one tank attachment stud mounting as shown on drawing using items 35a, 46 and 47a.

(ac) Apply a coat of primer, (item 53), to the new cable guides and then a coat of enamel, (item 54). After rework alter part number of tank doors to W15-1507A (port) and W15-1508A (Starboard).

(ad) Refer to sheet 9 of drawing and modify port and starboard No 3 and No 1 tank bay screens.

(ae) Locate existing cable assy N15-477A, in the gun-bay connecting between the sealing plate on the starboard side of bulkhead No 2 and the original position of the Pacitor Rectifier Unit. Disconnect the cable from the bulkhead and remove it from the gun bay then modify as detailed on sheet 10 of drawing using existing end fittings and new cables, (items 49 and 50). After reworking the cable assembly alter the part number to N15-1247A.

(af) Reconnect the new cable assembly to the sealing plate at bulkhead No 2 and route with existing cables along the starboard side of the gun bay and connect to the repositioned rectifier unit on the armament services relay panel. (sub-para (v)).

Bind the cables to the existing cable assemblies using lacing, (item 51) and existing cable clips where convenient.

(ag) Rework existing Pacitor co-axial cable assemblies Part No GP 712/080 (removed in sub-para (p)) to sheet 11 of drawing.

After rework alter part number to N15-1243A.

(ah) Refer to sheets 7, 12 of drawing and install the Pacitor connectors previously removed in sub-para (p)), plus an additional cable (item 19).

Note: Care must be taken to ensure that there are no sharp bends in Pacitor cable. The minimum bend radius allowable is 3".0. To facilitate their installation and subsequent removal in the new conduits the cables are to be liberally smeared with grease. (item 58).

Where pacitor cables pass through lightening holes in ribs Nos 4, 4A and 5 and through the new cut-out in No 3 tank bay inboard tank screen, they must be protected with a double wrapping of nylex tape, (item 52), for a distance of approximately 2".0 either side of the Lightening hole.

(Issued with A/L 229 - September 1961)

(aj) Refer to sheet 12 of drawing and connect the Pacitor cables to their respective plugs on the rectifier unit in the gun bay. Co-axial sockets are to be firmly wired in position by winding 2".50 length of wire, (item 55), round the indented ring in the spring grip of the plug and twisting the two free ends with pliers until a firm hold is made.

(ak) Replace access panels in the aft wall of the main undercarriage wheel well Port and Starboard.

(al) Replace both No 1 and No 3 fuel tank screens removed in sub-para (k). All exposed rivets, bolt head and plating joints etc on inside of tank cells are to be covered over to protect tank from chafing by using pinked fabric, (item 56). Note: Fabric and dope are to be kept clear of fasteners, tank cable tunnels and sealing faces of vents, fillers, etc.

(am) Modify the Pacitor tank unit installation in No 3 port and starboard fuel tanks as shown on sheet 18 of the drawing and then replace No 1 and No 3 fuel tanks in accordance with AAP 721:79/33 Vol 1 Sect 4, Chapt 2, para 16 and connect Pacitor cables to tank units.

(an) Replace the No 1 and No 3 fuel tank doors in accordance with AAP 721:79/33 Vol 1, Section 3, Chapter 2, Figure 1.
Note: Care must be taken to ensure that the Pacitor cables are laying in the guides on the inside face of the tank doors.

(ao) Carry out a fuel flow test of the completed installation according to AAP 721:79/33 Vol 1, Sect 4, Chap 2, Para 9.

(ap) Align the fuel contents indicator in accordance with the procedure laid down in AAP 721:79/33 Vol 1, Sect 5, Chap 2, Group D, para 71.

(aq) Reinstall the cannons in accordance with current authorised procedure.

(ar) Refit the gun bay doors.

(as) Refit the engine cowls.

(at) Reconnect the aircraft batteries and close nose cap.

(au) Re-arm the Pilot's and Navigator's ejection seats in accordance with current authorised procedure.

(Issued with A/L 229 - September 1961)

(av) Close the canopy.

Items Removed

15. The following items are removed on incorporation of this modification.

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
61	G6A/2831	GP733/001	Co-axial cable assembly	1	
62		13R807A	Fairlead - Port	2	
63		15N411A	Cable Assembly	1	
64		13R809	Fairlead - Starboard	2	

Action on Items Removed

16. The removed items listed above are to be actioned as follows:-

Item 61 To be checked, and if serviceable, returned to stock.

Item 62 - 64 To be discarded.

Action on Stock Holdings of Removed Items

17. Item 61 Retain as current stock.

Modification of Spares

18. The following spares are affected and are to be modified at the direction of Headquarters Support Command.

Ident No	Part No	Nomenclature	Remarks
A79/504258	FS15-565AND	Bulkhead Assy Bottom Half	Rework to para 14 sub para (r) and re-identify as Part No FS15-629AND and Ident No A79/504423.

Ident No	Part No	Nomenclature	Remarks
A79/504286	15FS-1061A/43	Bulkhead Fireproof	Rework to para 14 sub para (r) and re-identify as Part No 15FS-1061A/44 and Ident No A79/504501.
A79/504416	W15-1041A/7	Mainplane, Port	Rework to para 14 sub paras (h), (j), (k), (l), (n), (p), (w), (x), (y), (z), (aa), (ab), (ac), (ad), (ah), (al), (am), (an), and re-identify as Part No W15-1041A/8 and Ident No A79/504424.
A79/504417	W15-1043A/7	Mainplane, Stbd	Rework to para 14 and sub paras (h), (j), (k), (l), (n), (p), (w), (x), (y), (z), (aa), (ab), (ac), (ad), (ah), (al), (am), (an) and reidentify as Part No W15-1043A/8 and Ident No A79/504425.
G6A/2830	GP 712/080	Cable Assy	Rework to para 14 (ag) and reidentify as Part No N15-1243A.

Partial modification sets for spares will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre. Units requiring partial modification sets are to demand from the De Havilland Modification Centre, Bankstown, NSW.

A partial modification set will comprise:-

For Spare	Items Required	Remarks
A79/504258	No parts are required	-
A79/504286	No parts are required	-
A79/504416	2 - 1 off, 7 - 2 off, 9 - 1 off, 10 - 1 off, 12 - 1 off, 14 - 1 off, 17 - 1 off, 18 - 1 off, 20 - 5 off, 21 - 2 off, 22 - 2 off, 23 - 5 off, 25 - 2 off, 26 - 2 off, 28 - 5 off, 30 - 2 off, 31 - 5 off, 33 - 2 off, 34 - 1 off, 35 - 20 off, 36 - 6 off, 38 - 2 off, 41 - 8 off, 42 - 2 off, 43 - 2 off, 44 - 1 off, 45 - 4 off, 47 - 2 off, 48 - 1 off, G6A/2832 - Cable 1 off	Set to be marked:- "Spares/Mod V782/ A79-504416"

(Issued with AL 239 - September 1961)

For Spare	Items Required	Remarks
A79/504417	3 - 1 off, 6 - 2 off, 8 - 1 off, 11 - 1 off, 13 - 1 off, 15 - 1 off, 17 - 1 off, 18 - 1 off, 19 - 1 off, 20 - 4 off, 21 - 2 off, 22 - 2 off, 23 - 4 off, 25 - 2 off, 26 - 2 off, 28 - 5 off, 30 - 2 off, 31 - 4 off, 33 - 2 off, 35 - 20 off, 36 - 4 off, 38 - 2 off, 41 - 8 off, 42 - 2 off, 43 - 1 off, 44 - 1 off, 45 - 4 off, 47 - 2 off, 48 - 1 off.	Set to be marked:- "Spares/Mod V782/A79-504417".
G6A/2830	No parts are required.	

Additional Information

19. Not applicable.

Tests

20. Not applicable.

Recordings

21. (a) In airframe log book as "Vampire Mod 332 Part A".

(b) On Port and Starboard wing modification plates on outboard face of rib No 3.

Weight Sheet Summary

22. Amendments to AAP 721:79 Vol 1, Part 5, Sect 5 (Issue 2) Weight Sheet Summary will be consolidated and issued by Headquarters Support Command. The effect of this modification on the weight and balance of the aircraft is as follows:-

Fixed Equipment

Nomenclature	Weight (lb) ±	Arm (in) ±	Moment (lb ins) ±
New Installation	+ 3	- 3.33	- 10

PART "B"

Vampire Mk 35A A/C

Responsibility for Incorporation

23. This modification is to be incorporated by operating units and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

24. De Havilland Modification No V782.

Orders and Instructions Superseded or Cancelled

25. Not applicable.

Special Tools, Jigs, etc

26. Not applicable.

Drawings

27. Drawing A13679 Sheets 1, 2, 3, 5, 6 and 10 to 17 inclusive. These Drawings will not be issued with this Modification but will be available on request from Headquarters Support Command.

Modification Parts List

28. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
65		N15-1221A	Mounting Plate	1	
66		N15-1225A	Mounting Bracket	1	
67		N15-1226A	Mounting Bracket	1	
68		N15-1281	Half Clamp	1	
69		N15-1283	Half Clamp	1	
70		R15-323	Fairlead - Stbd	2	
71		R15-325	Fairlead - Port	2	
72		N15-1239ND	Conduit, Port, Rib 1 to Rib 2 Joint	1	

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
73		N15-1241ND	Conduit, Stbd Rib 3 to Rib 2 Joint	1	
74		N15-1267ND	Conduit, Port Rib 3 to Rib 2 Joint	1	
75		N15-1285ND	Conduit, Port, Rib 2 to Rib 3	1	
76		N15-1287ND	Conduit, Stbd Rib 2 to Rib 3	1	
77		N15-1289ND	Conduit, Stbd Rib 1 to Rib 2 Joint	1	
78		N15-1291A	Cable Assembly	1	
79		W15-1485ND	Cable Guide, Fwd (No 1 tank Door)	2	
80		W15-1487ND	Cable Guide, Aft (No 1 tank door)	2	
81		W15-1489ND	Cable Guide, Inboard (No 3 tank door)	2	
82		W15-1491ND	Cable Guide, Outboard (No 3 tank door)	2	
83		P15-599	Clamp Block	2	
84	G6A/2832	GP733/003	Co-axial Cable Assy	1	
85	R28/26126	DHS31/33	Clip	10	
86		P15-593P.28 or DHS160F/28	Hose Hose	2 2	
87	H128F/ 62072	AS2229/606	Rivets Alum Alloy, Csk Hd 3/16 in dia x $\frac{5}{8}$" long	2	
88	H28/12532	A25/4C	Bolt HTS Hex Hd 2 BA x .76 in long	2	
89	H28C/2863	A32/B16	Screw, MS Rd Hd, 4BA x $\frac{1}{2}$ in long	10	
90	H28C/2868	A32/C20	Screw, MS Rd Hd, 2 BA x $\frac{5}{8}$" in long	2	

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
91	H28/12537	A25/14C	Bolt, HTS Hex Hd 2 BA x 1.85" long	2	
92	H28C/2815	A33/B16	Screw, MS Csk Hd 4 BA x $\frac{1}{2}$ in long	4	
93	H28C/2145X	A45/B28	Screw, Brass, Csk Hd 4BA x $\frac{7}{8}$ in long	4	
94	H28/8183	AGS605/1	Clip, Hose Pipe Mk 1	4	
95	H28/27024	AGS2001/B1	Nut MS Self Locking 4 BA	4	
96	H28/27025	AGS2001/C1	Nut MS Self Locking 2 BA	4	
97	H28/27032	AGS2002/B1	Nut MS Self Locking Hex Thin, 4 BA	10	
98	H28/27033	AGS2002/C1	Nut MS Hex Thin, 2 BA	2	
99	H28/12153	AGS2007/B1	Nut MS Self Locking Double Anchor, 4 BA	4	
100	H128F/NIV	AS160/410	Rivet, Alum Csk Hd $\frac{1}{8}$ in dia	58	
101	H128F/64444	AS2230/304	Rivet, Alum Alloy Csk Hd 3/32 in dia x $\frac{1}{4}$ in long	8	
102	H28/12948	AS1246/3B	Bolt, HTS Rd Hd 4 BA x .65 in long	4	
103	H28/12516	A25/11C	Bolt, HTS Hex Hd, 2 BA x 1.5 in long	4	
104	H28/14200	AS3181/6C	Clip, Alum Alloy, Type "P" $\frac{3}{8}$ in dia	1	
105	H28/14086	AS3181/16C	Clip, Alum Alloy, Type "P" 1.0 in dia	12	
106		AS3360/B3B	Flexible, Bonding	2	
		or			
		DHS 47/1	Flexible, Bonding	2	
107		AS3360/B3C	Flexible, Bonding	4	
		or			
		DHS47/17	Flexible, Bonding	4	
108		AS3360/B4B	Flexible, Bonding	2	
109		AS2807/4/040	Distance Tube	4	

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
110	H28C/12305	SP/13B	Washer, MS Plain, 18 SWG .157 in i/d .301 in o/d	10	
111	H28C/12306	SP/15B	Washer, A1A1 Plain 18 SWG .157 in i/d .301 in o/d	8	
112	H28C/12296	SP/15C	Washer, Alum Alloy Plain 18 SWG .202 in i/d .391 in o/d	4	
113	H28C/12355	SP/16C	Washer, Alum Alloy Plain 12 SWG .202 in i/d .391 in o/d	2	
114	G5E/2877	NPN	Cable, Trivinmetsmall 2.5 Spec EL1228	5'3"	
115	G5E/2931	NPN	Cable, Duvinmetsmall 2.5 Spec EL 1228	5'3"	
116	I32B/500082	NPN	Lacing PVC, Black, 1/16 in dia	AR	
117	I32B/849	NPN	Tape, self adhesive, PVC 2.0 in	AR	
118	K3/368	NPN	Primer, Synthetic Resin DTD 772A	AR	
119	K3/356	NPN	Lacquer Colour Identification Glossy White, DTD 772A	AR	
120	I1/NIV	NPN	Copper Wire, Tinned, .036 in	AR	
121	K2/274	NPN	Grease XG-315	AR	

Supply

29. Modification sets are to be obtained as follows:-

Item 65 to 115 Demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown, NSW for Vampire Modification No 332 (Part B).

(Issued with A/L 229 - September 1961)

Item 116 to 121 Draw from unit stores.

Method and Sequence of Incorporation

30. The airframe fitter is responsible for paras (a), (d), (e), (g) to (l) incl, (q), (s), (t), (v), (w), (x), (y), (z), (aa), (ab), (ah), (ai), (aj), (ak), (an), (ao), (ar).

The armament fitter is responsible for paras (b), (f), (am), (aq).

The electrical fitter is responsible for paras (o), (p), (r), (ac), (ad), (ap).

The instrument fitter is responsible for paras (m), (n), (u), (ae), (af), (ag), (al).

(a) Fit undercarriage ground lock in accordance with AAP 721:79/33 Vol 1, Section 2, Chapt 1, Para 3.

(b) Open the canopy and render both ejection seats safe in accordance with current authorised procedure.

(c) Open the nose cap and disconnect the aircraft batteries.

(d) Remove the upper and lower engine cowls.

(e) Remove the gun bay doors.

(f) Disconnect and remove the cannons in accordance with current authorised procedure.

(g) Drain the fuel tanks in accordance with AAP 721:79/33 Vol 1, Section 2, Chapt 2, Para 5.

(h) Remove No 1 and No 3 fuel tank doors from both port and starboard wings in accordance with AAP 721:79/33 Vol 1, Section 3, Chapt 2, Fig 1.

(j) Remove the port and starboard No 1 and No 3 fuel tanks in accordance with AAP 721:79/33 Vol 1, Section 4, Chapt 3A, Para 14.

(k) Remove access panels in the aft wall of the main undercarriage wheel well port and starboard. Retain panels and attachment items for subsequent re-assembly.

(l) Locate the Pacitor Rectifier Unit on the starboard side of the cannon bay under the cockpit floor. Disconnect and remove the rectifier unit and retain for subsequent re-assembly, (sub-para (u)).

(m) Disconnect and remove the Pacitor cable junction boxes and their attachment items located in the port and starboard No 1 tank bays. Retain the junction boxes for subsequent re-assembly (sub-para (w)).

(n) Disconnect and remove all the Pacitor co-axial cables from the engine bay and both wings. Retain all cables for re-assembly except one of the two cables Ident No G6A/2831 (item 122) which is to be disposed of in accordance with para 32.

(p) Working in the gun bay remove the existing earth cable (item 125) connecting between the earthing bolt on the starboard side of the armament services relay panel and the earth terminal on the lower starboard side of bulkhead No 4. Dispose of this redundant cable in accordance with para 32. Disconnect all other existing earth cables at the earth terminal on the bulkhead (see sub-para (r)).

(q) Still working in the gun bay refer to sheet 2 of drawing and rework the lower portion of bulkhead No 4 using clamps, (items 68, 69) and attachment parts, (items 97, 104, 114). After reworking bulkhead alter part number to FS15-629AND.

(r) Now assemble the new earth cable assembly, (item 78), connecting between the earth terminals on the armament services relay panels and the repositioned earth terminal on bulkhead No 4 (sub-para (q)), together with existing cables disconnected in sub para (p).

(s) Still working on the armament services relay panel, refer to sheet 1 of drawing and locate and drill four No 27 holes in the starboard side flange.

(t) Now attach the rectifier unit mounting bracket, (item 65), to the armament services relay panel using attachment parts (items 109, 93, 97, 111) and picking up with holes drilled in previous sub-para (s).

(u) Refer again to sheet 1 of drawing and attach the rectifier unit removed in sub-para (l) to the mounting bracket using attachment part, (item 90).

(v) Locate the existing fairlead in the forward lower part of Wing rib No 1, where the Pacitor cable passed through the rib from the engine bay to No 1 fuel tank bay. Remove the fairlead, (items 123, 124) and then referring to sheet 3 of drawing enlarge the existing cut-out and add additional parts, (items 99 and 101).

The above work is to be carried out on both port and starboard wing ribs No 1.

(w) Working in the wing between ribs No 4 and No 5 aft of the main undercarriage wheel well refer to sheet 5 of drawing and install the Pacitor junction box mounting bracket, (item 66 port, item 67 starboard - using attachment screws, (item 89). Now assemble the junction boxes (removed in sub-para (m)) using attachment parts, (items 112, 103, 96).

The above work is to be carried out in both port and starboard wings.

(x) If Vampire Mod 282 has not been embodied in the aircraft, refer to sheet 13 of the drawing and reposition the existing clamp block attachment bracket and rework the clamp block as shown using screws H28/12528, (6 off), stiffnuts, H28/27024 (6 off), washers H28C/12306, (6 off) and bolt H28/12630, (2 off). All parts are to be drawn from unit stores.

(y) Working again in the wing refer to sheets 6, 14, 15 of the drawing and install the new conduits, (items 72, 74, 75 port and items 73, 86, 77 starboard). Conduits are to be bonded to structure as shown on sheets of above drawing using items, (85, 106, 107, 108, 97, 110, 89, 91 and 105).

(z) Add new fairleads, (items 71 and 70), respectively at port and starboard ribs No 1 as shown on sheet 3 of the drawing.

(aa) Refer to sheets 16, 17 of drawing and modify port and starboard No 1 and No 3 fuel tank bay doors by adding new cable guides, (items 79, 80, 81, 82). Use attachment parts (item 100), modify tank unit packing rings on No 1 and No 3 doors as shown.

(ab) Apply a coat of primer, (item 118), to the cable guides and a coat of enamel, (item 119).

Note: The existing cable guides on doors may remain.

After reworking alter part numbers to:-
No 1 tank doors 00D1615A (port) and 00D1616A (starboard)
No 3, No 4 tank doors 00D1617A (port) and 00D1618A (starboard).

(ac) Locate existing cable assy N15-477A in the gun bay connecting between the sealing plate on the starboard side of bulkhead No 2 and the original position of the Pacitor Rectifier Unit. Disconnect the cable from the bulkhead, remove it from the gun bay then modify as detailed on sheet 10 of drawing using existing end fittings and new cables, (items 114 and 115). After reworking the cable assembly alter the part number to N15-1247A.

(ad) Reconnect the new cable assembly to the sealing plate at bulkhead No 2 and route with existing cables along the starboard side of the gun bay and connect to the repositioned rectifier unit mounted on the armament services relay panel (sub-para (u)).

Bind the cables to existing cable assemblies using lacing, (item 116) and existing cable clips where convenient.

(ae) Rework existing Pacitor co-axial cable assemblies Part No GP712/080 (removed in sub-para (n)) to sheet 11 of drawing. After rework alter part number to N15-1243A.

(af) Refer to sheets 12, 14 of drawing and install the Pacitor cables (previously removed in sub-para (n)), plus an additional cable, (item 84).

Note: Care must be taken to ensure that there are no sharp bends in the Pacitor cables. The minimum bend radius allowable is 3" .0. To facilitate their installation and subsequent removal in the new conduits, the cables are to be liberally smeared with grease, (item 121). Where Pacitor cables pass along the lightening holes in ribs No 4, 4A and 5 they must be protected with a double wrapping of nylex tape, (item 117), for a distance of approximately 2".0 either side of the lightening holes.

(ag) Refer to sheet 12 of drawing and connect the Pacitor cables to their respective plugs on the rectifier unit in the gun bay. Co-axial sockets are to be firmly wired in position by winding 2" .50 length of wire, (item 120), round the indented ring in the spring grip of the plug and twisting the two free ends with pliers until a firm hold is made.

(ah) Replace access panels in the aft wall of the main undercarriage wheel well Port and Starboard.

(ai) Replace both No 1 and No 3 fuel tanks in accordance with AAP 721: 79/33 Vol 1, Section 4, Chapt 2A, Para 15 and connect Pacitor connectors to tank units.

(aj) Replace the No 1 and No 3 fuel tank doors in accordance with AAP 721:79/33 Vol 1, Section 3, Chapt 2, Fig 1.
Note: Care must be taken to ensure that the Pacitor cables are laying in the guides on the inside face of the tank doors.

(ak) Carry out a fuel flow test on the completed installation according to AAP 721:79/33 Vol 1, Sect 4, Chap 2A, Para 8.

(al) Align the fuel contents indicator in accordance with the procedure laid down in AAP 721:79/33 Vol 1, Sect 5, Chapt 2, Group D, Para 71.

(am) Re-install the cannons in accordance with current authorised procedure.

(an) Refit the gun bay doors.

(ao) Refit the engine cowls.

(ap) Reconnect the aircraft batteries and close the nose cap.

(aq) Rearm the Pilot's and Navigator's ejection seats in accordance with current authorised procedure.

(ar) Close the canopy.

Items Removed

31. The following items are removed on incorporation of this modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
122	G6A/2831	GP733/001	Co-axial Cable Assy	1	

(Issued with A/L 229 - September 1961)

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
123		13R807	Fairlead	2	
124		13R809	Fairlead	2	
125		15N411A	Cable Assembly	1	

Action on Items Removed

32. The removed items listed above are to be actioned as follows:-

Item 122 To be checked, and if serviceable, returned to stock.

Item 123-125 To be discarded.

Action on Stock Holdings of Removed Items

33. Item 122 Retain as current stock.

Modification of Spares

34. The following spares are affected and are to be modified as the direction of Headquarters Support Command.

Ident No	Part No	Nomenclature	Remarks
A79/501713	00D801A/1	Door Assembly, No 1 Tank LH	Rework to para 30 (aa) and re-identify as Part No 00D1615A and Ident No A79/504426.
A79/501714	00D802A/1	Door Assembly No 1 tank RH	Rework to para 30 (aa) and re-identify as Part No 00D1616A and Ident No A79/504427.
A79/500628	D002585A	Door Assembly No 3 and No 4 tank LH	Rework to para 30 (aa) and re-identify as Part No 00D1617A and Ident No A79/504428.

Ident No	Part No	Nomenclature	Remarks
A79/500217	D002586A	Door Assembly No 3 and No 4 tank RH	Rework to para 30 (aa) and re-identify as Part No 00D1618A and Ident No A79/504429.
A79/504258	FS15-565AND	Bulkhead Fireproof Bottom Half	Rework to para 30 (q) and re-identify as Part No FS15-629AND and Ident No A79/504423.
A79/504286	15FS-1061 A/43	Bulkhead, Fireproof	Rework to para 30 (q) and re-identify as Part No 15FS-1061A/44 and Ident No A79/504501.
A79/504414	W15-1407A/7	Mainplane Port	Rework to para 30 (h), (j), (k), (m), (n), (v), (w), (x), (y), (z), (aa), (ab), (af), (ag), (ah), (ai), (aj), and re-identify as Part No W15-1407A/8 and Ident No A79/504430.
A79/504415	W15-1409A/7	Mainplane Stbd	Rework to para 30 (h), (j), (k), (m), (n), (v), (w), (x), (y), (z), (aa), (ab), (af), (ag), (ah), (ai), (aj), and re-identify as Part No W15-1409A/8 and Ident No A79/504431.
G6A/2830	GP712/080	Connector, Pacitor	Rework to para 30 (ae) and re-identify as Part No N15-1243A.

Partial modification sets for spares will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre. Units requiring partial modification sets are to demand from the Dehavilland Modification Centre, Bankstown NSW.

A partial modification set will comprise:-

(Issued with AL 229 - September 1961)

For Spare	Items Required	Remarks
A79/501713	79 - 1 off, 80 - 1 off, 100 - 8 off	Set to be marked "Spares/Mod V782/ A79-501713".
A79/501714	79 - 1 off, 80 - 1 off, 100 - 8 off	Set to be marked "Spares/Mod V782/ A79-501714".
A79/500628	81 - 1 off, 82 - 1 off, 100 - 21 off	Set to be marked "Spares/Mod V782/ A79-500628".
A79/500217	81 - 1 off, 82 - 1 off, 100 - 21 off	Set to be marked "Spares/Mod V782/ A79-500628".
A79/504258	No parts are required	-
A79/504286	No parts are required	-
A79/504414	66 - 1 off, 71 - 2 off, 72 - 1 off, 74 - 1 off, 75 - 1 off, 79 - 1 off, 80 - 1 off, 81 - 1 off, 82 - 1 off, 85 - 5 off, 89 - 7 off, 91 - 1 off, 96 - 2 off, 97 - 5 off, 99 - 2 off, 100 - 29 off, 101 - 4 off, 103 - 2 off, 105 - 2 off, 106 - 1 off, 107 - 2 off, 108 - 1 off, 110 - 5 off, 112 - 2 off. G6A/2832 Cable - 1 off.	Set to be marked "Spares/Mod V782/ A79-504414".
A79/504415	67 - 1 off, 70 - 2 off, 73 - 1 off, 76 - 1 off, 77 - 1 off, 79 - 1 off, 80 - 1 off, 81 - 1 off, 82 - 1 off, 84 - 1 off, 85 - 2 off, 89 - 7 off, 91 - 1 off, 86 - 2 off, 97 - 2 off, 99 - 2 off, 100 - 29 off, 101 - 4 off, 103 - 2 off, 105 - 2 off, 106 - 1 off, 107 - 1 off, 110 - 5 off, 112 - 2 off.	Set to be marked "Spares/Mod V782/ A79-504415".
G6A/2830	No parts are required.	

Additional Information

35. Not applicable.

(Issued with AL 229 - September 1961)

Tests

36. Not applicable.

Recordings

37. (a) In Airframe log book as "Vampire Mod 332 Part B".

(b) On port and starboard wing modification plates on outboard face of Rib No 3.

Weight Sheet Summary

38. Amendments to AAP 721:79/Vol 1, Part 5, Sect 4, (Issue 2), Weight Sheet Summary will be consolidated and issued by Headquarters Support Command. The effect of this modification on the weight and balance of the aircraft is as follows.

Fixed Equipment

Nomenclature	Weight (lb) ±	Arm (in) ±	Moment (lb ins) ±
New installation	+ 4.0	- 0.63	- 3

PART "C"

Vampire Mk 35 & 35A A/C

Responsibility for Incorporation

39. This modification is to be incorporated by operating units and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

40. De Havilland Modification No V782 Part 'C'.

Orders and Instructions Superseded or Cancelled

41. Not applicable.

Special Tools, Jigs, &c

42. Not applicable.

(Issued with AL 229 - September 1961)

Drawings

43. Drawing A13679 Sheet 19 attached.

Modification Parts List

44. The following items are required to complete one modification set:

Item No	Ident No	Part No	Nomenclature	No off per set	Stores Class
126	Y10H/3931	NPN	Socket Type 523	1	
127	I1/NIV	NPN	Copper Wire, Tinned .036"	AR	
128	K4/887	NPN	Compound, Protective, Insulating	AR	

Supply

45. Modification sets are to be obtained as follows:-

Items 126 - 128 : Draw from unit stores.

Method and Sequence of Operations

46. The airframe fitter is responsible for paras (a), (d), (h), (k).

The armament fitter is responsible for paras (b), (j).

The electrical fitter is responsible for paras (c), (i).

The instrument fitter is responsible for paras (e), (f), (g).

Note: Paras 46 (a), (b), (c), (d), (h), (i), (j), (k) are not applicable when this part of the modification is being embodied concurrently with Part A (for Mk 35 aircraft) or Part B (for Mk 35A aircraft).

(a) Fit undercarriage ground lock in accordance with current authorised procedure.

(b) Open the canopy and render both ejection seats safe in accordance with current authorised procedure.

(c) Open the nose cap and disconnect the aircraft batteries.

(Issued with AL 229 - September 1961)

(d) Remove the gun bay doors.

Note: If this modification is being embodied concurrently with Part A (for Vampire Mk 35 aircraft) or Part B (for Vampire Mk 35A aircraft) then the Pacitor rectifier unit and all the Pacitor cables should be installed in accordance with the relevant instructions contained in Part A or Part B (whichever is applicable) before proceeding with paras (e) to (g) inclusive.

(e) At the Pacitor rectifier unit located on the starboard side of the armament services relay panel at the rear of the gun bay, disconnect the Pacitor cable which comes from starboard rib No 1 via the fairlead on the starboard side of the engine bulkhead.

(f) Rework this end of the cable as shown on Drg No OOM 479 Sht 19 using socket (item 126) & compound (item 128).

(g) Re-connect reworked cable to Pacitor rectifier unit and firmly wire in position by winding a 2.5" length of wire (item 127) around the indented ring in the spring grip of the plug & twisting the two free ends with pliers until a firm hold is made.

(h) Re-fit the gun bay doors.

(i) Re-connect the aircraft batteries & close the nose cap.

(j) Re-arm the pilot's and navigator's ejection seats in accordance with current authorised procedure.

(k) Close the canopy.

Items Removed

47. The following item is removed on the incorporation of this modification:-

Item No	Ident No	Part No	Nomenclature	No off per set	Stores Class
129	Y10H/18588	NPN	Socket, Type 628	1	

(Issued with AL 229 - September 1961)

Action on Items Removed

48. The removed item shown above is to be actioned as follows:-

Item 129 - To be checked and, if serviceable, returned to stock.

Action on Stock Holdings of Removed Items

49. Item 129 - Retain as current stock.

Modification of Spares

50. The following spares are affected and are to be modified at the direction of Headquarters Support Command.

Ident No	Part No	Nomenclature	Remarks
G6A/2831	GP 733/001	Co-axial connector Assy	Rework to para 46(f) and re-identify as Part No N15-1355A

Additional Information

51. Not applicable.

Tests

52. Not applicable.

Recordings

53. In Airframe log book as "Vampire Mod 332 Part C".

Weight Sheet Summary

54. The effect of Part C of this modification on the weight and balance of the aircraft is negligible.

References : Files, Headquarters Support Command, 2601/79/66 and 2501/110/2632

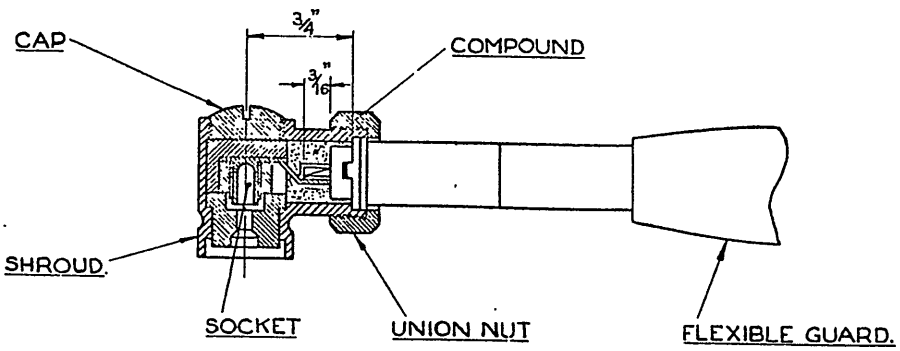
Attachments : Drawing A13679 Sheet 19

Date of Issue : 20th September 1961

(Issued with AL 229 - September 1961)

DO NOT SCALE

ISSUE NO	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED
1					



1. REMOVE EXISTING STRAIGHT END FITTING (IDENT No. YIOH/18588) BUT LEAVE EXISTING FLEXIBLE GUARD ON CABLE.
2. CUT BACK EXISTING BARED CONDUCTOR TO SUIT 3/16" DIMENSION SHOWN.
3. ASSEMBLE UNION NUT AND INNER AND OUTER SLEEVES TO END OF CABLE.
4. SOLDER CONDUCTOR TO SOCKET INSERT TAKING CARE NOT TO BURN THE POLYTHENE PRIMARY INSULATION.
5. ASSEMBLE THE SOCKET INSERT WITH SHROUD INTO HOUSING AND TIGHTEN UNION NUT.
6. FILL SOCKET WITH COMPOUND PROTECTIVE INSULATING (IDENT No. K4/887)
7. INSERT CAP AND SCREW ON TIGHT.
8. SLIDE FLEXIBLE GUARD BACK INTO POSITION.
9. ALTER PART No. OF CABLE TO N15-1355A.

METHOD OF REWORKING CONNECTOR GP733/001 (IDENT No G6A/2831) AT RECTIFIER END.

DE HAVILLAND DRG No. 00M479 SHEET No. 19 OF 19 SHEETS.

REFERENCE		ISSUED BY				TITLE	
		DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING				PACITOR FUEL GAUGE INSTAL. REROUTING OF CONNECTORS & REPOSITIONING OF COMPONENTS	
LIMITS UNLESS STATED		MATERIAL				COMPONENT OF	No 1 FUEL TANK
DECIMALS	± .010"	SPEC.				MACHINE	VAMPIRE
FRACTIONS	± 1/32"	TREATMENT				ENGINE	
ANGLES	± ½°	FINISH				TECH. ORDER	VAMPIRE MOD. 332
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.(Z)1		SCALE				DRAWING NO.	A13679 SHEET 19 OF 19
		DRAWN	D.A.W.	APPROVED			DRWG. A SIZE
		TRACED	J.M.W.	CHECKED			

AAP 721:79 VOLUME 2, PART 2 VAMPIRE MODIFICATION NO 333

Class 2

TO FACILITATE REMOVAL OF THE MIC/TEL SOCKET FROM THE EJECTION SEAT GUIDE RAIL

Introduction

1. This modification authorizes enlargement of the slot in the existing bracket for the mic/tel socket and facilitates removal of the socket from the ejection seat guide rail.

Application

2. This modification is to be carried out on all Vampire Mk 35 and 35A aircraft. Aircraft A79/656 and subsequent will have this modification incorporated during manufacture.

Man-Hours and Trade Mustering Involved

3. Approximately 4 man-hours are required to incorporate this modification. The trade mustering man-hours involved are as follows:-

Airframe Fitter : Approx 3½ man-hours.
Armament Fitter : Approx ½ man-hours.

When Modification is to be Incorporated

4. This modification is to be carried out on all applicable Vampire aircraft as soon as practicable but not later than the next D servicing after modification sets are available.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and the civilian contractor responsible for servicing Vampire aircraft.

Equivalent Modifications

6. De Havilland (Aust) Mod V784 is the equivalent modification.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, &c

8. Nil.

(Issued with AL 218 - February 1961)

Drawings

9. De Havilland (Aust) A13587.

Modification Parts List

10. The following items are required to complete one modification set:

Item No	Ident No	Part No	Nomenclature	No off per set	Stores Class
1	K3/368		Primer, Synthetic Resin Spec DTD 772A		
2	K3/321		Enamel, Cellulose, Black Spec K18		

Supply

11. Modification sets are to be obtained as follows:-

Items 1 and 2 are to be drawn from unit stores.

Method and Sequence of Incorporation

12. (a) Disarm and remove both ejector seats in accordance with AAP 721:79.35, Vol 4, Part 2.

(b) Remove the mic/tel socket from its bracket, then remove guide rail in accordance with AAP 721:79.35 Vol 4, Part 2.

(c) Locate the mic/tel socket bracket on the guide rails and retain spring loaded cover in the open position to allow access to slot for rework.

(d) Rework mic/tel socket bracket assembly in accordance with DH (Aust) drawing No A13587.

(e) After rework of the mic/tel socket bracket assembly Part No D/MBEU/1697, re-part number to Z15-1511. Record Mod V784 on the ejection seat guide rail Mod Plates.

(f) Restore external finish with items 1 and 2.

(g) Refit the guide rails in accordance with AAP 721:79.35, Vol 4, Part 2.

(h) Refit the mic/tel sockets to the reworked brackets, and secure with existing bolts, and nuts.

(i) Refit and arm both ejection seats in accordance with AAP 721:79.35 Vol 4, Part 2.

(Issued with AL 218 - February 1961)

Items Removed

13. Not applicable.

Action on Items Removed

14. Not applicable.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. The following spares are affected and are to be modified at the direction of Headquarters Support Command:-

Item No	Ident No	Part No	Nomenclature	No off per set	Stores Class
1	T27L/50027	D/MBEU/452/DH	Guide Rail Assembly		
2	T27L/12	D/MBEU/1697	Mic/Tel Socket Bracket Assy		

Notes: (a) Item 1 : Rework to paras 12(c) to (f) inclusive and certify Mod V784 on the Ejection Seat Guide Rail Mod Plate.

(b) Item 2 : Rework to paras 12(c) to (f) inclusive and re-identify as Part No Z15-1511.

Additional Information

17. Nil.

Tests

18. Not applicable.

Recording

19. (a) When embodied, record this modification in the Aircraft Log Book.

(b) A Modification Incorporation Certificate is to be completed and forwarded in accordance with RMGI No 1/3/4.

(Issued with AL 218 - February 1961)

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

References : Files, Department of Air, 214/14/3, 150/8/2412 and HQSC, file, 2501/110/2509

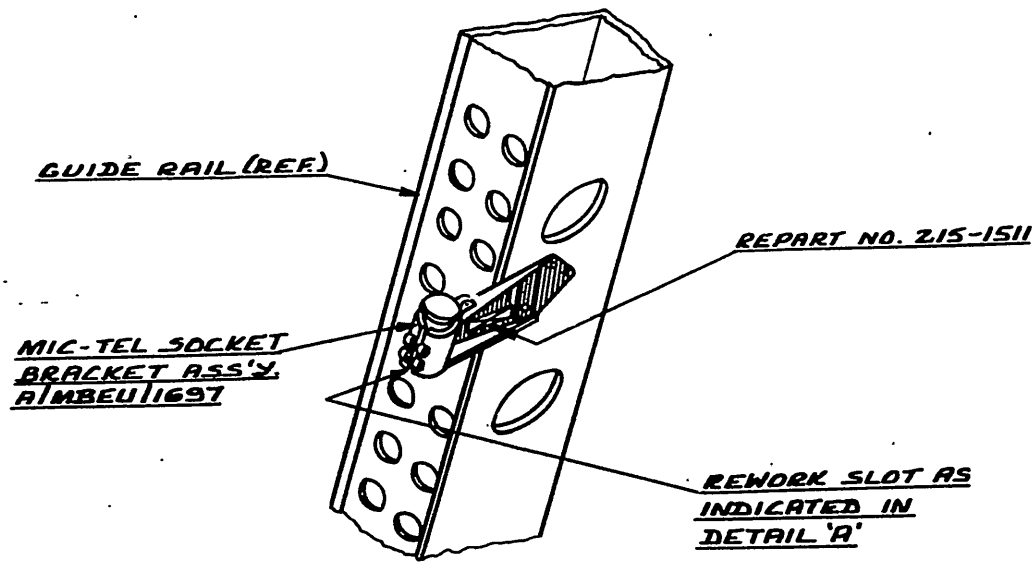
Attachment : Drawing A13587

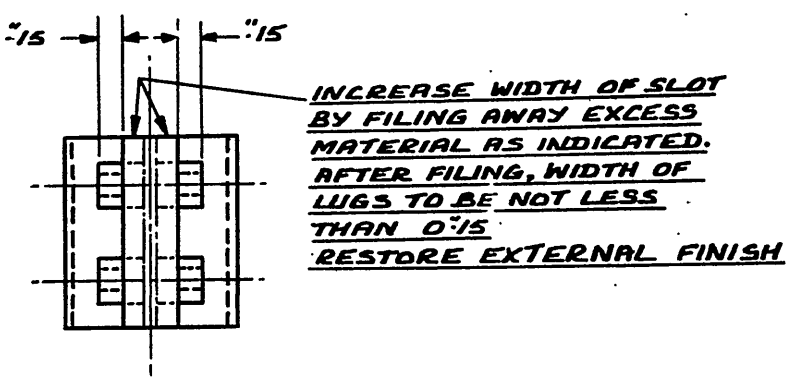
Date of Issue : 6th February 1961

(Issued with AL 218 - February 1961)

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED





DETAIL 'A'

REWORK TO SLOT.

DE HAVILLAND DRAWING NO. 00M471. SHEET 1 OF 1 SHEET.

REFERENCE	ISSUED BY	TITLE
		TO FACILITATE REMOVAL OF THE MIC/TEL SOCKET FROM THE EJECTION SEAT GUIDE RAIL.

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	MKS. 35A & 35
FRACTIONS	± 1/32"	TREATMENT		ENGINE	GOBLIN
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD. NO. 333
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.P.121		SCALE		DRAWING NO.	A 13587
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

Class 2

IMPROVED BRAKE HOSE GUIDE FOR THE FIXED LEG FAIRING - INTRODUCTION

Reason for and Description of Modification

1. Cases have been experienced where the U/C flexible brake hoses have been forced behind the existing brake hose guide and allowing hose to chafe on the main wheel tyre.

RAAF STI/20 was introduced to ensure correct clipping of the hose but this does not positively eliminate the defect.

Application

2. This work is to be carried out on all Vampire Mk 35, 35A aircraft except aircraft Serial No A79-656 which was modified as a Trail Installation.

Responsibility for Incorporation

3. This modification is to be incorporated by operating units, aircraft depots and the civilian contractor responsible for servicing Vampire aircraft. The trade mustering responsible is airframe fitter.

Action in Respect of Spares

4. The following spares are affected and are to be modified at the direction of Headquarters Support Command:-

Ident No	Part No	Nomenclature	Remarks
(a) A79/503934	U1565A	Fixed Leg Fairing LH (Main U/C)	Rework to paras 11(c) (ii) and (iii), and re-identify as Part No U15 65A/1 and Ident No A79/504379.
(b) A79/503935	U15 66A	Fixed Leg Fairing RH (Main U/C)	Rework to para 11(c) (ii) and (iii), and re-identify as Part No U15 66A/1 and Ident No A79/504380.

(Issued with A/L 221 - February 1961)

Ident No	Part No	Nomenclature	Remarks
(c) A79/504366	W15 1041A/5	Wing, Spare, LH Mk 35	Rework to paras 11(c) (ii) and (iii) and re-identify the Fixed Leg Fairing as in (a) above. Re-identify the Wing Spare as Part No W15 1041A/6 and Ident No A79/504383.
(d) A79/504367	W15 1043A/5	Wing, Spare, RH Mk 35	Rework to paras 11(c) (ii) and (iii) and re-identify the Fixed Leg Fairing as in (b) above. Re-identify the Wing Spare as Part No W15 1043A/6 and Ident No A79/504384.

Note: Partial Modification Sets for spares will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre. Units requiring partial Modification Sets are to demand from the De Havilland Modification Centre, Bankstown, NSW.

A partial modification set will comprise

For Spare (a) Item 1, 1 off and item 3, 5 off, Set to be Marked "Spare/ Mod V 789/A79-503934".

For Spare (b) Item 2, 1 off and item 3, 5 off, Set to be Marked "Spare/ Mod V 789/A75-503935".

For Spare (c) Item 1, 1 off and item 3, 5 off, Set to be Marked "Spare/ Mod V 789/A79-504366".

For Spare (d) Item 2, 1 off and item 3, 5 off, Set to be Marked "Spare/ Mod V 789/A79-504367".

Orders Supersed or Cancelled

5. No orders are superseded or cancelled by the incorporation of this modification.

(Issued with A/L 221 - February 1961)

Equivalent Modifications

6. The DH (Aust) Mod V 789 is the equivalent modification.

Supply

7. The following parts are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off	Stores Class
1	N/I	U15103	Guide, Hose, Port	1	
2	N/I	U15104	Guide, Hose, Starboard	1	
3	H128F/61684	AGS2050/424/BS	Rivet, "Pop" Monel $\frac{1}{8}$" dia domed head	10	

Notes: Items 1 to 3 inclusive will be delivered from De Havilland Aircraft Pty Ltd, to the De Havilland Modification Centre. Units requiring Modification Sets are to demand from the De Havilland Modification Centre, Bankstown, NSW.

Disposal of Parts Removed

8. The following parts will be removed by the incorporation of this modification:-

Item No	Ident No	Part No	Nomenclature	No Off	Stores Class
4	N/I	U1571A	Guide, Hose, Port	1	C
5	N/I	U1572A	Guide, Hose, Starboard	1	C

Note: Items 4 and 5 are to be discarded.

Disposal of Parts in Stock

9. Not applicable.

(Issued with A/L 221 - February 1961)

When Modification is to be Incorporated

10. This modification is to be incorporated as soon as practicable but not later than the next "D" servicing after modification sets are available.

Method of Incorporation

11. (a) Man-Hours Involved : Approximately 10 man-hours will be required to incorporate this modification.

(b) Special Tools, Jigs, etc : No special tools or jigs are required to incorporate this modification.

(c) Sequence of Operations :

(i) Ensure that the main undercarriage is locked in accordance with current authorised procedure.

Note: Operations (ii) and (vi) inclusive are applicable to both Port and Starboard Main Undercarriage fixed leg fairings.

(ii) Locate on the main undercarriage fixed leg fairing the existing hose guide and remove from the leg fairing by drilling out four attachment rivets.

(iii) Refer to drawing A13555 and install the new hose guide item 1 Port and item 2, Starboard with attachment rivets, item 3, 5 off each hose guide.

(iv) Fully deflate the main undercarriage shock absorber strut, in accordance with current authorised procedure.

(v) Now ensure that a gap of .10" minimum is obtained between the tyre and the new hose guide.

(vi) Inflate the strut in accordance with AAP 721:79/33 Vol 1, Section 3, Chapter 5.

(vii) Re-part number the Port Fixed Leg Fairing from U15-65A to U1565A/1 and the Starboard Fixed Leg Fairing from U1566A to U1566A/1.

(viii) Remove main undercarriage locks in accordance with current authorised procedure as and when necessary.

(d) Tests : No tests required.

(e) Recording : Record this modification in the airframe log book, and the mainplane modification plates.

Drawings

12. Drawing A13555 consisting of one (1) sheet is issued herewith.

Effect of Weight and Balance of the Aircraft

13. The effect of this modification on the weight and balance of the aircraft is negligible.

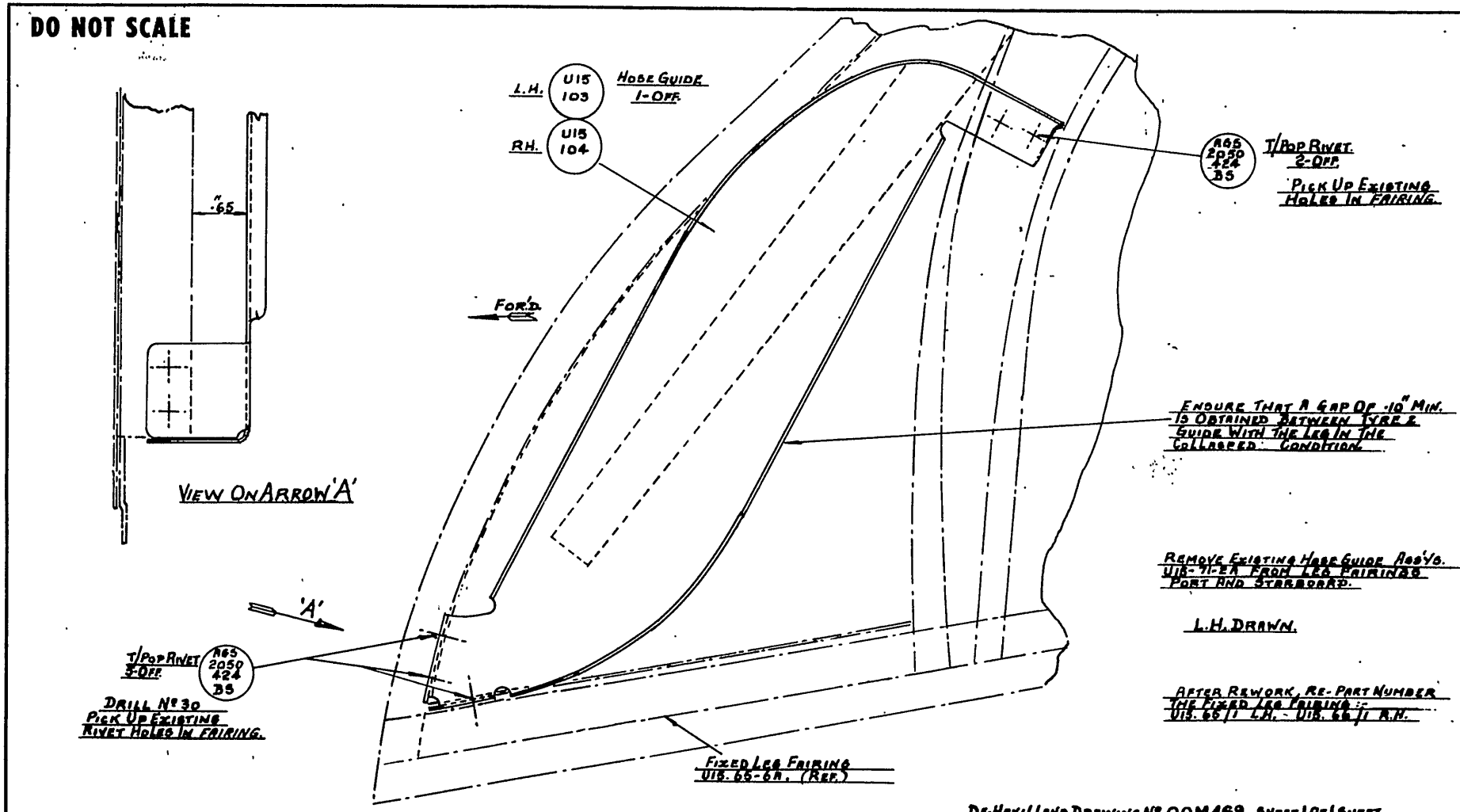
References : Files, Department of Air, 9/84/206 and 150/8/2325.

Attachments : Drawing A13555.

Date of Issue : 28th February 1961.

(Issued with A/L 221 - February 1961)

DO NOT SCALE



DE-HAVILLAND DRAWING No OOM469. SHEET 1 OF 1 SHEET.

ISSUE NO.	DATE	ALTERATION	D.I.L.	INITIALS	APPROVED
1					

REFERENCE		ISSUED BY			TITLE
		DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING			IMPROVED BRAKE HOSE GUIDE FOR THE FIXED LEG FAIRING.
LIMITS UNLESS STATED		MATERIAL	—		COMPONENT OF
DECIMALS	± .010"	SPEC.	—		MACHINE
FRACTIONS	± 1/32"	TREATMENT	—		ENGINE
ANGLES	± ½°	FINISH	—		TECH. ORDER VAMPIRE MOD 334
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. FINISHES A.S.E.D.		SCALE	1/1		DRAWING NO. A-13555
		DRAWN	W.A.	APPROVED	DRWG. B SIZE
		TRACED		CHECKED	

RESTRICTED

Headquarters Support Command

AMENDMENT LIST NO 251

TO

AUSTRALIAN AIR PUBLICATION 721.79

VOLUME 2 PART 2

VAMPIRE MODIFICATIONS

1	(a) Index to Vampire Modifications against Modification No 336 in column headed "Remarks" delete "To be issued".
	(b) Insert the attached modification in sequence.
2	When the above amendment has been incorporated, make the necessary entry in the amendment certificate.

Reference: File, Headquarters Support Command, 2501/110/3437

Attachment: Vampire Modification No 336

Date of Issue: 3rd September 1962

RESTRICTED

AAP 721.79, VOLUME 2, PART 2 VAMPIRE MODIFICATION NO 336

Class: 2

PINNED CHOBERT RIVETS AT RIB 2

Introduction

1. (a) The Reason for the Modification

To increase the fatigue life of the component.

(b) Description and Features by which the Modification can be Recognised

The replacement of the Parker Kalon screws at rib 2 on the mainplane with Chobert rivets and sealing pins.

(c) Relationship with Other Modifications

Nil.

(d) Reason of Classification

Non incorporation will result in lower fatigue life of component.

(e) Effects on Servicing and/or Ground Handling

Nil.

(f) Effect on Aircraft Limitation

Nil.

(g) Effect on Aircrew Operation

Nil.

(h) Number of Parts Comprising the Order

One.

Application

2. Vampire Mk 35 and 35A aircraft. All aircraft fitted with mainplanes that have been in service for 1000 flying hours.

(Issued with A/L 251 - September 1962)

Man-hours and Trade Mustering Involved

3. Approximately 3 man-hours are required to incorporate this modification. The trade mustering involved is airframe fitter.

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable aircraft as soon as possible after either mainplane has attained 1000 flying hours.

Responsibility for Incorporation

5. This modification is to be incorporated by DeHavilland Aircraft Pty Ltd as directed by Headquarters Support Command.

Equivalent Modifications

6. DeHavillands (Aust) Mod No V792 Air Ministry Mod Vampire 3634.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, etc

8. The following tools are required and areheld by DeHavilland Aircraft Pty Ltd:-

Tool No	Nomenclature
SDM 326	Reamer 0".1914 - 0".1906 Bottom Flat with ".030 rad
SDM 325	Drill 11/64" dia, bottom flat with 0.030 rad
SDM 162	Block, drill and reamer guide - port
SDM 162	Block, drill and reamer guide - starboard

Drawings

9. A14272 attached.

(Issued with A/L 251 - September 1962)

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No off Per Set	Class
1	H128F/62522	AGS2042-609	Pin for 3/16" dia Chobert Rivet	14	C
2	H128F/64631	AGS2045-613	Rivet Chobert scrap head al al, 3/16" dia x 13/32" long	14	C
3	K3/353		Varnish pigmented, jointing compound to Spec DTD 369A	AR	C
4	K3/365		Covering high speed, aluminium to Spec DTD 772A	AR	C

Supply

11. Modification sets are to be obtained as follows:-

Items 1 - 4 Draw from RAAF Embodiment Loan Store at DeHavilland Aircraft Pty Ltd Bankstown.

Method and Sequence of Incorporation

12. Refer to drawing A14272 which shows full procedure.

Items Removed

13. The following items are removed on incorporation of the modification:-

Nil.

Action on Items Removed

14. Not applicable.

Action on Stock Holdings of Removed Items

15. Nil.

Modification of Spares

16. All Vampire spare wings which have logged 1000 flying hours are to be modified as directed by Headquarters Support Command.

Additional Information

17. Nil.

Tests

18. Check reamed hole is within tolerance prior to fitment of Chobert rivets.

Recording

19. Record incorporation of the modification as follows:-

(a) In the Airframe Log Book.

(b) On the Form E/E 78.

(c) On the wing modification plates.

(d) Modification Incorporation Certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

(e) Any holes that are deeper than the standard .50 inch are to be recorded in the aircraft log book with full details as to depth and position. This information is also to be forwarded to:-

(i) SO Air Eng
Headquarters Support Command
Victoria Barracks
MELBOURNE

(ii) R Tech O
DeHavilland Aircraft Pty Ltd
BANKSTOWN

Weight Sheet Summary

20. The effect of the modification on the weight and balance of the aircraft is negligible.

Reference: File, Headquarters Support Command, 2501/110/3437

Attachment: Drawing A14272

Date of Issue: 3rd September 1962

(Issued with A/L 251 - September 1962)

DO NOT SCALE

ISSUE NO. | DATE | ALTERATION | D.I.L. | INITIALS | APPROVED

INTRODUCTION OF PINNED CHOBERT RIVETS IN LIEU OF PARKER-KALON SCREWS

NOTE! 1. IF THE ORIGINAL HOLE IS OVER ·5" & UP TO ·61" DEEP IT IS TO BE CLEANED OUT WITH THE RADIUS DRILL & REAMED TO THE DEPTH OF THE ORIGINAL HOLE.

2. IF THE ORIGINAL HOLE IS MORE THAN ·61" DEEP THE CLEANING OUT MUST STILL NOT EXCEED ·61".

3. ALL HOLES DEEPER THAN ·5" TO BE RECORDED AS PER PARA. 19.

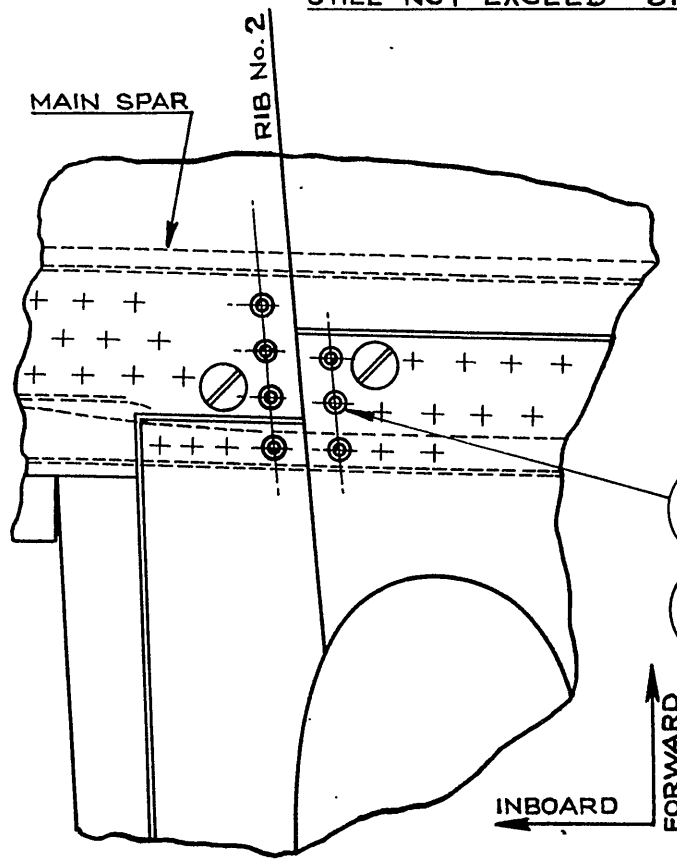


FIG. 1. PART VIEW ON UNDERSIDE OF WING

PORT — AS DRAWN
ST'B'D. — SIMILAR

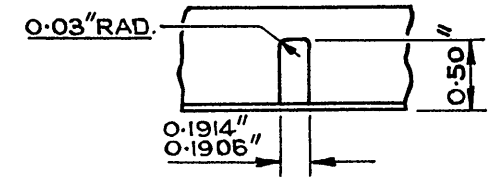


FIG. 2. SECTION ON REAMED HOLE

NOTE:- TO OBTAIN WELL REAMED HOLES IT IS RECOMMENDED THAT A REAM GUIDE BLOCK IS USED.

REMOVE EXISTING TYPE "Z" No. 6 P.K. SCREWS. REAM EXISTING SCREW HOLES AS PER FIG. 2.

A.G.S. 2045 613 — RIVET - CHOBERT - SNAPHEAD 3/16" DIA. AS REQUIRED - MAXIMUM 7 - OFF.

A.G.S. 2042 609 — SEALING PIN, AS REQUIRED - MAXIMUM 7 - OFF.

THE CHOBERT RIVETS ARE NOT TO BE INSERTED WITH A CHOBERT MANDREL BUT ARE TO BE LIGHTLY COATED WITH JOINTING COMPOUND, INSERTED IN THE REAMED HOLES AND THEN SECURED BY MEANS OF THE SEALING PINS WHICH ARE TO BE LIGHTLY DRIVEN IN TILL FLUSH.

DE HAVILLAND DRAWING No. 00M 486 SHEET 1 OF 1 SHEET

REFERENCE	
ISSUED BY	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND
LIMITS UNLESS STATED	
DECIMALS	± .010"
FRACTIONS	± 1/32"
ANGLES	± 1°
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.E.21	
MATERIAL	
SPEC.	
TREATMENT	
FINISH	
SCALE	
DRAWN	
TRACED	
APPROVED	
CHECKED	
TITLE	CHOBERT RIVETS AT RIB 2 INTRODUCTION
COMPONENT OF	MAIN PLANE
MACHINE	VAMPIRE MK 35 - 35A
ENGINE	GOBLIN
TECH. ORDER	VAMP MOD 336
DRAWING NO.	A 14272
DRWG. SIZE	A

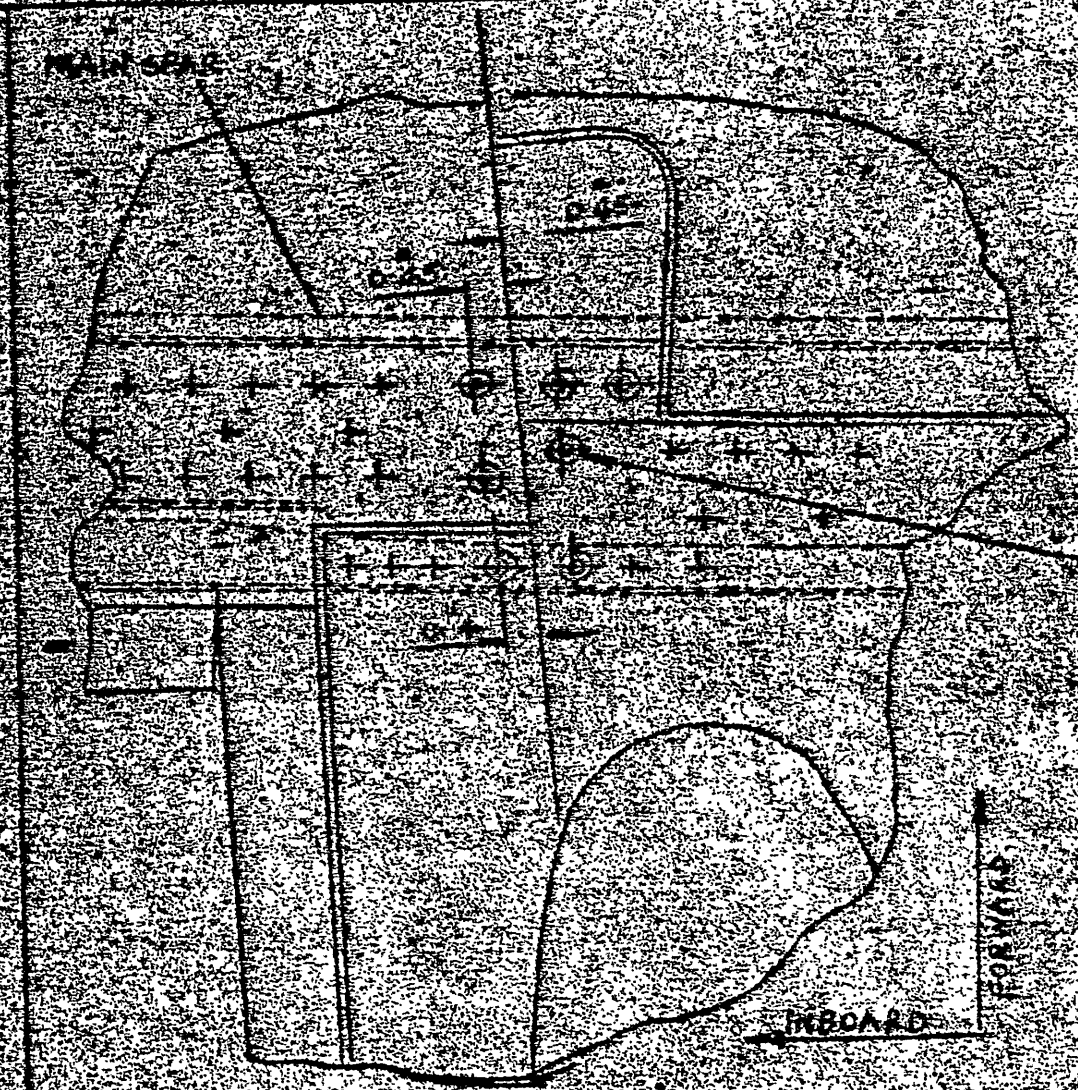


FIG. 1. PART VIEW ON UNDERSIDE OF WING

INTRODUCTION OF PINNED CHOBERT RIVETS IN LIEU OF PARKER-KALON SCREWS



FIG 2. SECTION THRU COUNTERSUNK HOLE

NOTE: TO OBTAIN WELL REAMED HOLES IT IS RECOMMENDED THAT A REAMED GAS GUIDE BLOCK IS USED.

REMOVE SEVEN EXISTING TYPE 'L' OR SUPERSEAL COUNTERSUNK SCREW HOLES AS PER FIG 2

AGS 2043 SLEEVE CHOBERT SHANK AD 3 TUBE

AGS 2042 SEALING PIN T OFF

THE CHOBERT RIVETS ARE NOT TO BE INSERTED WITH A CHOBERT MANDREL BUT ARE TO BE LIGHTLY DRIVEN IN AND SQUEEZED BY MEANS OF THE SEALING PIN

PORT - AS DRAWN

STBD - SIMILAR

FLEXIMET PIPE IN LIEU OF RUBBER HOSE FOR THE FUEL TRANSFER AIR FEED - INTRODUCTION

Reason for and Description of Modification

1. Cases have been reported of failure in service of the fuel transfer Air Feed rubber hose, Part Nos 13P11, 13P41, due to embrittlement of the hose caused by excessive internal temperature of the transfer air.

Application

2. This work is to be carried out on all Vampire Mk 35 and 35A aircraft.

Responsibility for Incorporation

3. This modification is to be incorporated by operating units, aircraft depots and the civilian contractor responsible for the repair of Vampire aircraft. The trade mustering responsible is airframe fitter.

Action in Respect of Spares

4. Not applicable.

Orders Superseded or Cancelled

5. No orders are superseded or cancelled by the incorporation of this modification.

Equivalent Modifications

6. De Havilland (Aust) Mod V791 is the equivalent modification.

Supply

7. The following parts are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off	Stores Class
1	1680-66-011-5721	DAS5053/B/205/36.625	Hose Assy, Fleximet, Non-return valve to Engine Air Pipe Stbd	1	
2	1680-66-011-5722	DAS5053/B/170/21.50	Hose Assy, Fleximet, Non-return valve to Engine Air Pipe Port	1	
3	I1/9715	-	Wire, locking, Non-corrodible 22 SWG DTD 189	AR	

(Issued with A/L 231 - November 1961)

Item No	Ident No	Part No	Nomenclature	No Off	Stores Class
4	I32A/94	-	Cord, stringing, Spec 4F.35	AR	
5	K4/152	-	Beeswax	AR	

Notes: (a) Items 1 and 2 will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre. Units requiring modification sets are to demand from the De Havilland Modification Centre Bankstown, NSW.

(b) Items 3 to 5 inclusive are to be drawn from unit stores.

Disposal of Parts Removed

8. The following parts will be removed by the incorporation of the modification:-

Item No	Ident No	Part No	Nomenclature	No Off	Stores Class
6	A79/503179	13P41	Hose Assy, Non-Return Valve to Engine Air Pipe, Port	1	
7	A79/503180	13P11	Hose Assy, Non-Return Valve to Engine Air Pipe, Stbd	1	

Note: Items 6 and 7 are obsolescent and are to be disposed of in accordance with current authorised procedure.

Disposal of Parts in Stock

9. Stocks of items 6 and 7 are obsolescent and are to be disposed of in accordance with current authorised procedure when all applicable aircraft are modified.

When Modification is to be Incorporated

10. This modification is to be incorporated as soon as practicable but not later than the next "D" servicing after modification sets are available.

Method of Incorporation

11. (a) Man-Hours Involved : Approximately 2 man-hours will be required for the incorporation of this modification.

(b) Special Tools, Jigs, etc: No special tools, jigs etc are required for the incorporation of this modification.

(c) Sequence of Operations :

(i) If the engine cowlings are fitted, open up the Port and Stbd forward upper, Inspection Panels over the engine.

(ii) Locate on the Port Side, the hose item 6, which runs from the non-return valve at the port pressure reducing valve to the air pipe from the engine casing.

(iii) Remove item 6 and replace with the fleximet hose item 2. Lockwire both ends using item 3 and lash the hose where required using items 4 and 5.

(iv) Locate on the Stbd Side, the hose item 7, which runs from the non-return valve at the Stbd Pressure reducing valve to the air pipe from the engine casing.

(v) Remove item 7 and replace with the fleximet hose, item 1. Lockwire both ends using item 3, and lash the hose where required using items 4 and 5.

(vi) Lower and lock the inspection panels.

(d) Tests

No tests are necessary.

(e) Recording

(i) Record this modification in the Airframe log book.

(ii) Modification Incorporation Certificate is to be completed and forwarded in accordance with RMGI No 1/3/4.

(Issued with A/L 231 - November 1961)

Drawings

12. No drawings are required.

Effect on Weight and Balance

13. The effect of this modification on the weight and balance of the aircraft is negligible.

References : Files. HQSC, 9/84/146 and 150/8/2429

Date of Issue : 3rd November, 1961.

(Issued with A/L 231 - November 1961)

AAP 721:79 VOLUME 2, PART 2 VAMPIRE MODIFICATION NO 339

Class 4

1/4" STEEL CHOBERT RIVETS FOR SECURING PEDESTAL TO RUDDER POST - INTRODUCTION

Introduction

1. Cases have been reported in UK of the rudder post bottom casting situated at the extreme base of the rudder being found cracked adjacent to the rivets securing the casting to the post. Introduction of chobert rivets reduces the possibility of the casting cracking when being replaced using solid rivets.

Application

2. This modification is applicable to Mk's 35A and 35 aircraft.

Man-Hours and Trade Mustering Involved

3. No additional man-hours will be required to incorporate the modification. The trade mustering responsible is airframe fitter.

When Modification is to be Incorporated

4. This modification is to be incorporated whenever it is necessary to replace rudder pedestals with existing pedestals ident A79/501827 Part No J001795.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units and aircraft depots responsible for servicing Vampire aircraft.

Equivalent Modifications

6. De Havilland (Aust) Mod V780 and AM Mod Vam 3629 are equivalent modifications.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, &c

8. Nil.

Drawings

9. No drawings are required.

(Issued with AL 242 - April 1962)

Modification Parts List

10. The following items are required to complete one modification set:

Item No	Ident No	Part No	Nomenclature	No off per set	Stores Class
1	H128F/64653	AGS2040/809	Rivet Chobert, Snap Hd, Steel, 1/4" dia x 9/32" lg	4	C No
2	H128F/64674	AGS2042/809	Pin, sealing (for H128F/64653)	4	C No
3	H128F/64654	AGS2040/811	Rivet Chobert, Snap Hd, Steel, 1/4" dia x 11/32" lg	4	C No
4	H128F/64675	AGS2042/811	Pin, Sealing (for H128F/64654)	4	C No

Supply

11. Modification sets are to be obtained as follows:-

Items 1 to 4 inclusive are to be drawn from units stores.

Method and Sequence of Incorporation

12. Fit rudder pedestal ident No A79/501827 part No J001795 using items 1 to 4 inclusive.

Items Removed

13. No items are removed on incorporation of the modification.

Action on Items Removed

14. Not applicable.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. Not applicable.

(Issued with AL 242 - April 1962)

Additional Information

17. Nil.

Tests

18. Nil.

Recording

19. Record incorporation of the modification as follows:-

(a) In the airframe log book.

(b) On form E/E 78.

(c) Modification Incorporation Certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

19. The effect of the incorporation of the modification on the weight and balance of the aircraft is negligible.

References : Files, Headquarters Support Command, 250/110/3162 and 9/84/275(11)

Date of Issue : 2nd April 1962

(Issued with AL 242 - April 1962)

AAP 721:79 VOLUME 2, PART 2 VAMPIRE MODIFICATION NO 340

Class 3

TR 1936 RADIO - TO RE-ROUTE THE AERIAL LEAD-IN IN THE ENGINE BAY

Reason for and Description of Modification

1. Due to the length of the VHF aerial connectors in the engine bay, the cables run in close proximity to the engine and are being subjected to higher temperatures than the cable is able to withstand, resulting in defects which necessitate its replacement.

This modification shortens the aerial connector from the wing in the engine bay adjacent to rib No 1 port, thus obviating the excess cable length, and also specifies how the modified cables are to be installed.

Application

2. This modification is applicable to all Mk 35A aircraft and to Mk 35 aircraft A79-600 to A79-650 inclusive. Mk 35 aircraft A79-651 and subsequent will have the modification embodied during manufacture.

Responsibility for Incorporation

3. This modification is to be incorporated by operating units, aircraft depots and the civilian contractor responsible for servicing Vampire aircraft. The trade mustering responsible is Radio Technician "A".

Action in Respect of Spares

4. Not applicable.

Orders Superseded or Cancelled

5. No orders are superseded or cancelled by the introduction of this modification.

Equivalent Modifications

6. De Havilland Modification No V787 is the equivalent modification.

Supply

7. The following parts are required to complete one modification set:-

(Issued with AL 204 - July 1960)

Item No	Ident No	Part No	Nomenclature	No off per set	Stores Class
1	I1/10281		Solder, Resin Cored, Spec DTD 599	AR	
2	I32A/94		Cord, Stringing, Spec 4F35	AR	
3	K4/152		Beeswax	AR	

Note: Items 1, 2 and 3 are to be drawn from Unit Stores.

Disposal of Parts Removed

8. Not applicable.

Disposal of Parts in Stock

9. Not applicable.

When Modification is to be Incorporated

10. This modification is to be incorporated whenever it is necessary to remove the engine from aircraft, but not later than the next "E" servicing.

Method of Incorporation

11. (a) Man-Hours Involved : Approximately 13 man-hours are required to incorporate this modification (excluding 84 man-hours for removal and re-fitment of engine and relevant functions).

(b) Special Tools, Jigs, &c : No special tools or jigs are required to incorporate this modification.

(c) Sequence of Operations :

(i) Open the nose cap and disconnect the aircraft batteries.

(ii) Disarm the pilot's and navigator's ejection seats in accordance with current authorised procedure.

(Issued with AL 204 - July 1960)

(iii) Remove the top and bottom engine cowls and the rear cone.

(iv) Remove the engine from the aircraft in accordance with current authorised procedure.

(v) Locate the aerial lead which has its excess length looped near to the engine and is bound to the lower port side engine mounting. Remove the binding and disconnect the cables at the connector.

(vi) Working on disconnected aerial cable which runs through the fairlead in the port No 1 rib modify as follows:-

(a) Remove the end connector and retain for re-assembly.

(b) Shorten the cable so that the overall length of cable measured from the inboard side of wing rib No 1 to the end of the connector (when fitted) will be 3.0". Re-solder the connector to the cable using solder, (item 1).

(vii) Reconnect the cables and lash to the engine mounting as shown on drawing A13532 using cord, (item 2) impregnated with beeswax, (item 3).

(viii) Install the engine in accordance with current authorised procedure.

(ix) Replace the rear cone and the engine cowls.

(x) Re-arm the pilot's and the navigator's ejection seats in accordance with current authorised procedure as and when necessary.

(xi) Reconnect the aircraft batteries and close the nose cap.

(d) Tests :

(i) Test VHF radio for correct functioning.

(ii) Test all electrical and fuel systems disturbed during the embodiment of this modification.

(e) Recording : Record this modification in the airframe log book.

(Issued with AL 204 - July 1960)

Drawings

12. Drawing A13532 consisting of one sheet is issued herewith.

Effect on Weight and Balance of the Aircraft

13. The effect on the weight and balance of the aircraft is negligible.

References : Files, Department of Air, 150/8/2302 and 214/14/3

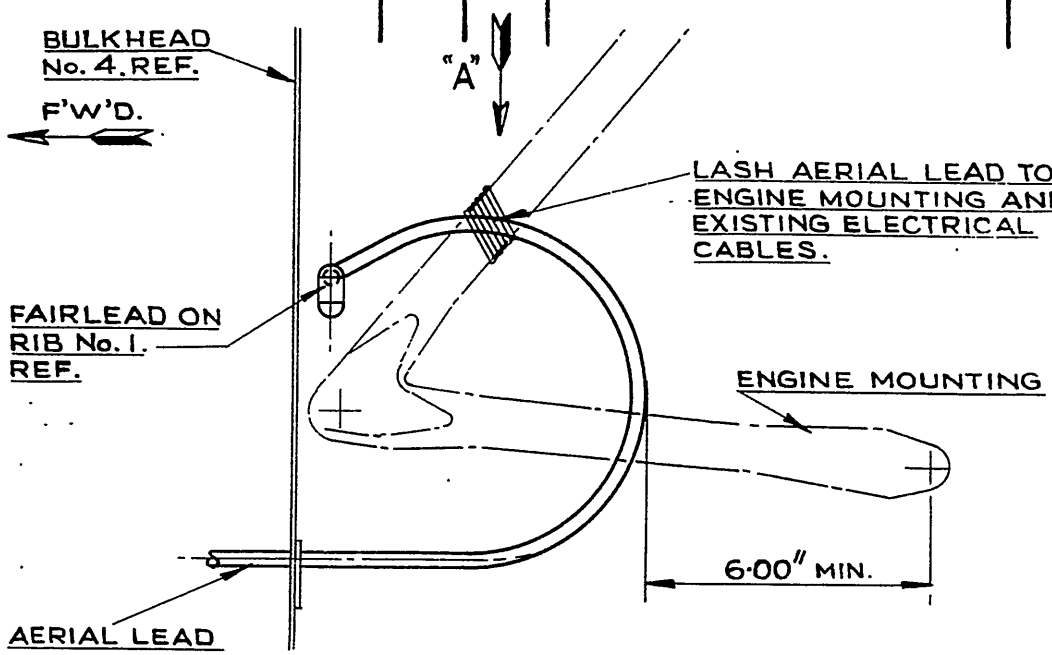
Attachment : Drawing A13532

Date of Issue : 11th July 1960

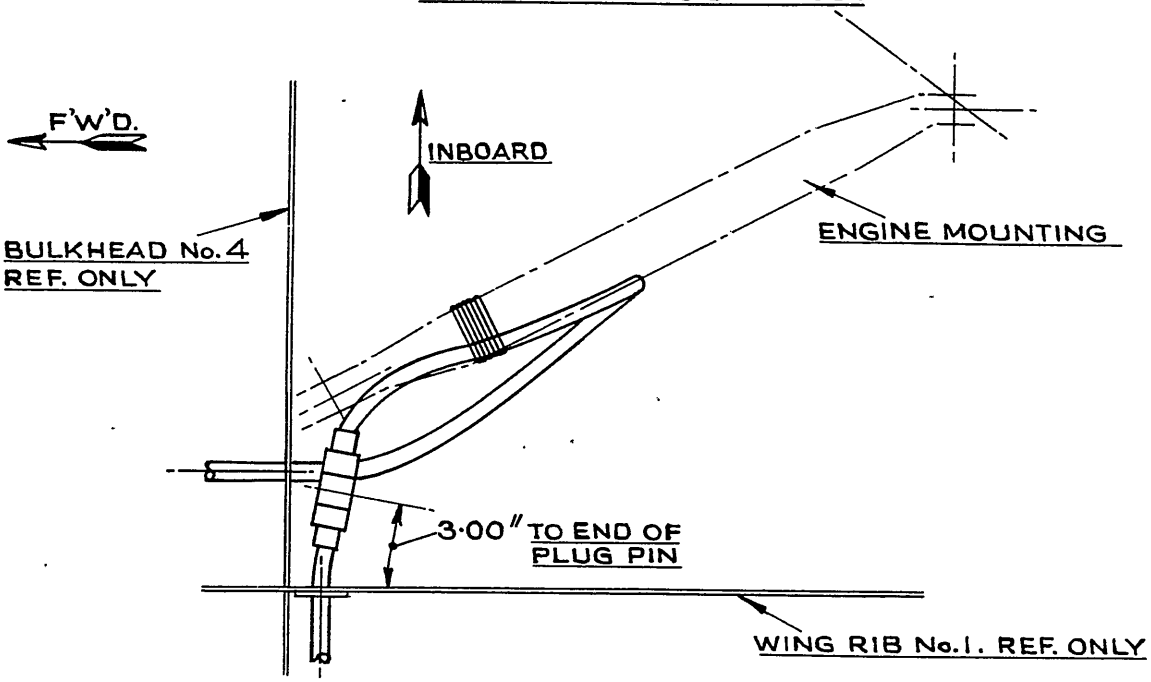
(Issued with AL 204 - July 1960)

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. I. L	INITIALS	APPROVED



VIEW LOOKING IN'BD. ON PORT SIDE OF ENGINE MOUNTING.



PLAN VIEW ON ARROW "A"

DE HAVILLAND DRAWING No. 00M465 SHEET 1 OF 1 SHEET

REFERENCE	ISSUED BY	TITLE
		REPOSITIONING V.H.F. AERIAL LEAD IN ENGINE BAY.

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD Nº 340
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.CZ1		SCALE		DRAWING NO.	A-13532
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

POSITIVE TYPE LOCKING OF THE HP FUEL COCK LEVER - INTRODUCTION

Reason for and Description of Modification

1. To overcome defects experienced in service, this modification introduces a more positive type locking for the High Pressure Fuel Cock Lever at the Engine Quadrant Control Box.

Application

2. This work is to be carried out on all Vampire Mk 35 and 35A aircraft except aircraft serial No A79-642 which was modified as a trial installation.

Responsibility for Incorporation

3. This modification is to be incorporated by operating units, aircraft depots and the civilian contractor responsible for servicing Vampire aircraft. The trade mustering responsible is airframe fitter.

Action in Respect of Spares

4. The following spares are affected and are to be modified at the direction of Headquarters Support Command:-

	Ident No	Part No	Nomenclature	Remarks
(a)	A79/504022	CE15-317A	Lever Assembly HP Fuel Cock	Rework to para 11 (c) (vi) to (ix) inclusive and re-identify as Part No CE15-317A/1 and Ident No A79/504401.
(b)	A79/504343	CE15-49A/7	Control Box, Engine, Port	Rework to para 11 (c) (ii) to (xv) inclusive and re-identify as Part No CE15-49A/8 and Ident No A79/504402.

Partial modification sets for spares will be delivered from DeHavilland Pty Ltd to the Dehavilland Modification Centre. Units requiring partial modification sets are to demand from the DeHavilland Modification Centre, Bankstown, NSW. A partial modification set will comprise:-

For Spare (a): Items 1 and 2; set to be marked "Spares/Mod V793/A79/504022".

For Spare (b): Items 1 to 9 inclusive; set to be marked "Spares/Mod V793/A79/504343".

(Issued with A/L 219 - February 1961)

Orders Superseded or Cancelled

5. No orders are superseded or cancelled by the incorporation of this modification.

Equivalent Modifications

6. De Havilland (Aust) Modification V793 is the equivalent modification.

Supply

7. The following parts are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	NI	CE15-401	Guide Block	1	
2	H28C/14545	A31/B10/DHS514	Screw, MS, Cheese Head 4BA x 5/16" long	2	
3	NI	CE15-407A	Guide	1	
4	H28/8301	AS1242/2B	Bolt, HTS, Csk Hd, 90°, 4BA x .55" long	3	
5	H28/27032	AGS2002B/1	Nut, MS, Self Locking, Hex, Thin, Nyloc Insert, 4 BA.	3	
6	H28C/12305	SP13/B	Washer, Plain 4 BA	3	
7	H28/13018	AGS2031/2	Circlip, 1/2" dia Ext "Seeger"	2	
8	H28/12729	AGS2031/9	Circlip, 3/4" dia, Ext "Seeger"	1	
9	H28/12728	AGS2031/12	Circlip, 7/8" dia, Ext "Seeger"	1	
10	I1/9715		Wire, Locking, 22 SWG, DTD 189	AR	
11	K3/353		Varnish Pigmented Jointing Compound to Spec DTD 369A	AR	

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
12	K3/321		Enamel, Cellulose, Black Spec K18	AR	
13	K3/368		Primer, Synthetic Resin Spec DTD772A	AR	
14	K4/11055		Acid, Selenious Crystals	AR	

Notes: (a) Items 1 to 9 inclusive will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre.

(b) Units requiring modification sets are to demand from the De Havilland Modification Centre, Bankstown, NSW.

(c) Items 10 to 14 inclusive are to be drawn from unit stores.

Disposal of Parts Removed

8. The following part will be removed by the incorporation of this modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
15		15CE 839	Catch, HP Fuel Cock	1	C

Note: Item 15 is to be discarded.

Disposal of Parts in Stock

9. Not applicable.

When Modification is to be Incorporated

10. The modificiation is to be incorporated as soon as practicable but not later than the next "D" servicing after modification sets are available.

Method of Incorporation

11. (a) Man-Hours Involved: : Approximately 5 man-hours will be required to incorporate this modification.

(b) Special Tools, Jigs, etc : No special tools or jigs are required to incorporate this modification.

(c) Sequence of Operation :

(i) The ejection seats need not be removed to incorporate this modification, but ensure that they have been made safe, in accordance with current authorised procedure, before commencing.

(ii) Remove the port engine control box cover by removing the trim wheel with its circlip, then the five screws securing the cover. Slide the cover off the spindles and finally disconnect the speed brake lever from the cover after removing its circlip. Discard both the circlips.

(iii) Remove the now redundant catch, item 15, and position the guide, (item 4), on the control box cover as shown on drawing A13586, sheet 2. Drill through the three screw positions provided in the guide using a No 26 drill, and spot face to 5/16" dia the inside surface of the cover at these holes. Restore the finish using item 14, in accordance with AP2656A Vol 1 Sect 5 Chapter 2, and finally apply items 12 and 13.

(iv) Open out the two circlips retaining the HP fuel cock and throttle levers on the top spindle, so that they remain open on the splines. Also loosen off the bolt at the base of the throttle lever.

(v) Set the throttle and HP fuel cock levers in the fully open position in order to locate the spindle splines for re-assembly. Finally slide the HP fuel cock and throttle levers off the spindle and out of the control box, together with the circlips which are now discarded.
(Issued with A/L 219 - February 1961)

(vi) Refer drawing A13586 sheet 1, and remove the existing stiffener down the side of the HP fuel cock lever. Restore the finish with items 12 and 13.

(vii) Position the guide block, (item 1), as shown on drawing A13586, sheet 2, and mark through the two screw holes, then drill the HP fuel cock lever using a No 26 drill. Also drill the 3/32" dia lock wire hole through the spacer block as shown.

(viii) Temporarily secure the guide block in place using the two screws, (item 2). Mark the screws flush to the inside face of the guide block, then remove and trim them to length.

(ix) Finally secure the guide block and wire lock with item 10. Re-Part number the lever assy CE15-317A/1.

(x) Fit the HP fuel cock and throttle levers back on the spindle together with the two new circlips, items 7 and 9, ensuring that the two levers are back in the same position as when removed. Fit the circlips in their locking grooves.

(xi) Replace the control box cover by reversing the procedure described in operation (ii), and using new circlips 1 off each items 7 and 8.

(xii) Slide the guide, (item 4), on separate to the box cover and temporaily secure through the centre bolt position. Then with the HP fuel cock lever fully open, allowing for the spring back, position the guide along the edge of the cover and mark off the aft face of the guide block, (item 1), on separate to the locking lug of the guide.

(xiii) Remove the guide from the cover, mark back the 0.12" clearance from the above mark (drawing A13586, sheet 2), and remove the lug back to this point. Radius the corner as shown on drawing.

(xiv) Finally position and secure the guide onto the cover using items 4, 5, 6 and 11, ensuring that the bolt heads are flush with the guide surface.

(xv) Clean down the finished assembly and touch up wherever necessary using items 12 and 13.

(Issued with A/L 219 - February 1961)

(d) Tests : Function the HP fuel cock, throttle and speed brake levers for correct operation.

(e) Recording :

(i) Record this modification in the airframe log book.

(ii) Modification Incorporation Certificate is to be completed and forwarded in accordance with RMGI 1/3/4.

Drawings

12. Drawing A13586 consisting of two (2) sheets is issued herewith.

Effect on Weight and Balance

13. The effect of this modification on the weight and balance of the aircraft is negligible.

References : Files, Department of Air, 9/84/74 and 150/8/2413.

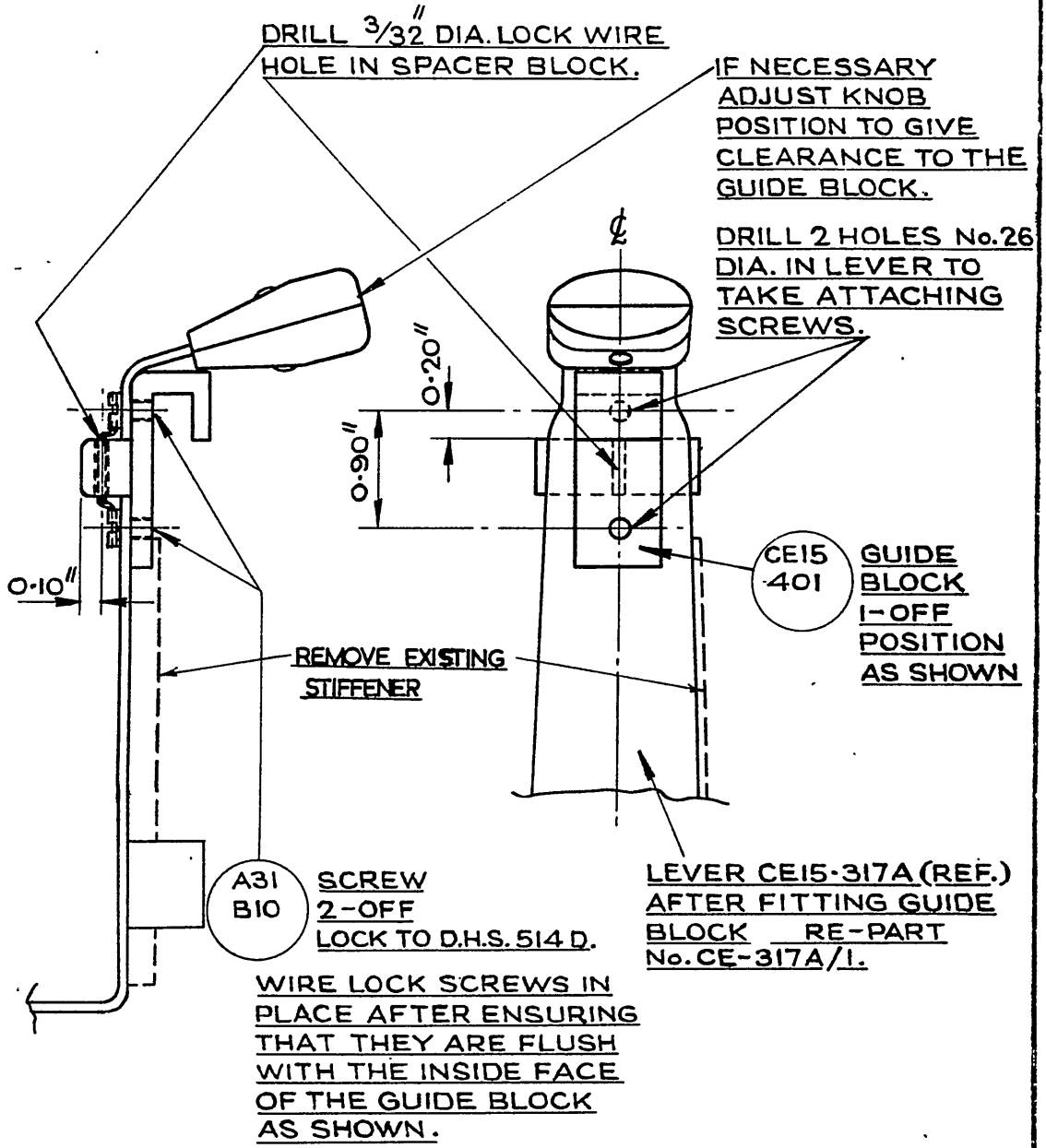
Attachments : Drawing A13586 Sheets 1 and 2.

Date of Issue : 17th February 1961.

(Issued with A/L 219 - February 1961)

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED



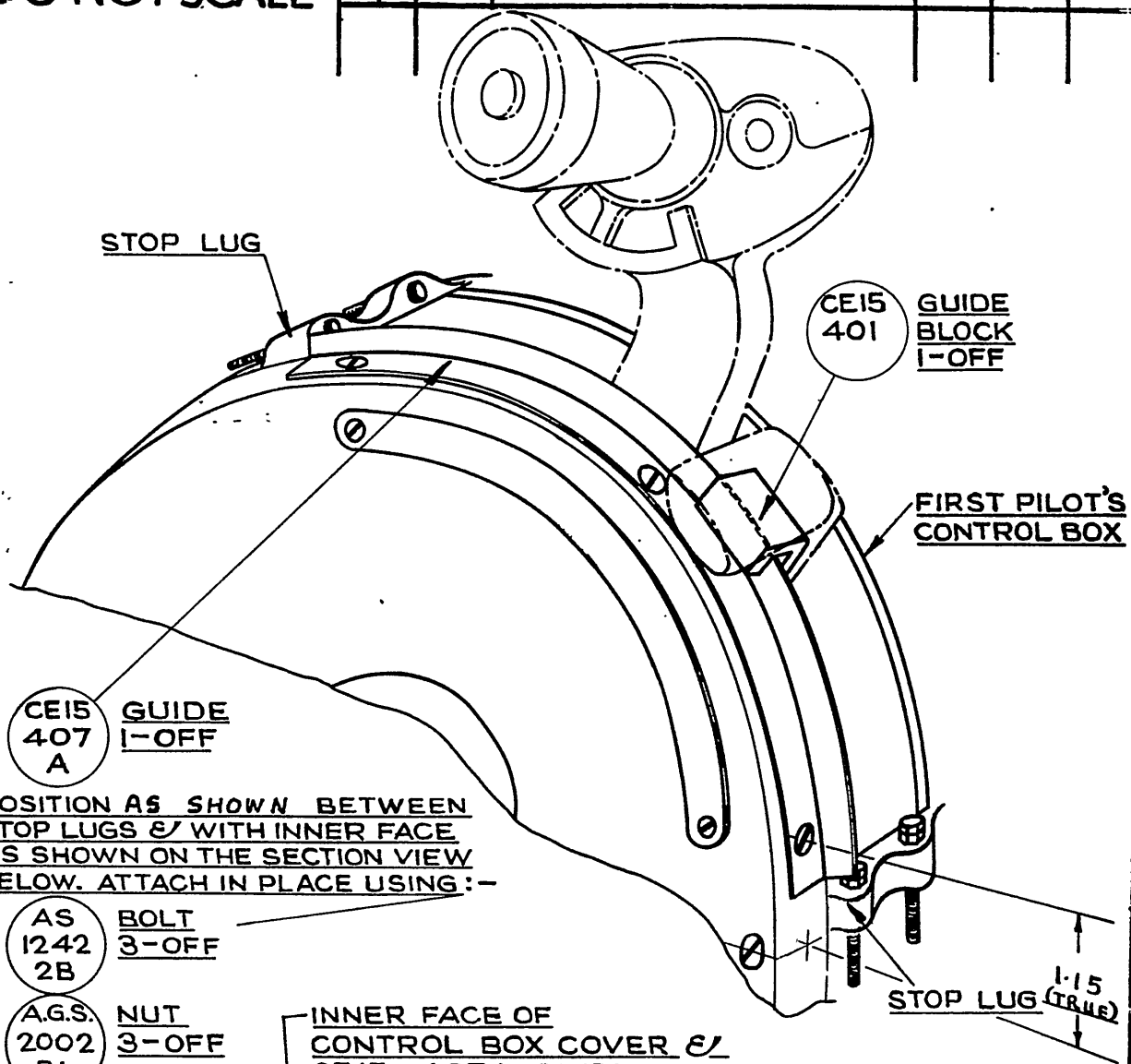
DE HAVILLAND DRAWING No. 00M466, SHEET 1 OF 2 SHEETS

REFERENCE	ISSUED BY	TITLE
		RESTRAINING GUIDE H.P. COCK LEVER

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	MKS 35A & 35
FRACTIONS	± 1/32"	TREATMENT		ENGINE	GOBLIN
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD. NO. 341
SURFACE FINISH AUSTRALIAN STANDARD ENG DRWG. PRACTICE A.S.CZI		SCALE		DRAWING NO.	A 13586 SHT 1
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

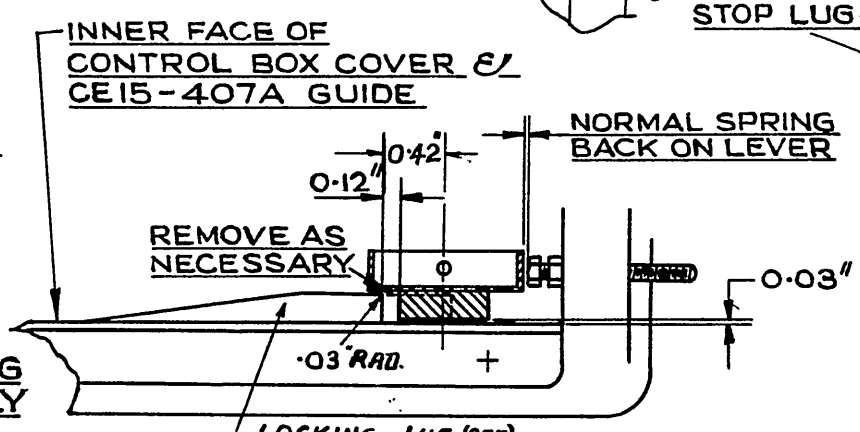
DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED



POSITION AS SHOWN BETWEEN STOP LUGS & WITH INNER FACE AS SHOWN ON THE SECTION VIEW BELOW. ATTACH IN PLACE USING:-

- AS 1242 2B — BOLT 3-OFF
- A.G.S. 2002 B1 — NUT 3-OFF
- S.P. 13 B — WASHER 3-OFF



SECTION VIEW, SHOWING SETTING OF LEVER IN FULLY OPEN POSITION

DE HAVILLAND DRAWING No. 00M466, SHEET 2 OF 2 SHEETS

REFERENCE	ISSUED BY	TITLE
		RESTRAINING GUIDE H.P. COCK LEVER

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	MK 5 35A & 35
FRACTIONS	± 1/32"	TREATMENT		ENGINE	GOBLIN
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD. NO.341
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.C.2.1		SCALE		DRAWING NO.	A 13586 SHT.2
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

BOLTS IN LIEU OF COUNTERSUNK SCREWS FOR THE ATTACHMENT OF THE AMMUNITION CHUTE AND AMMUNITION ROLLER SPIGOT BASE IN THE AMMUNITION BAY - INTRODUCTION

Reason for and Description of Modification

1. Defects have been reported in which fouling has occurred between the ammunition rounds and the protruding heads of attachment screws which have worke loose in service. The modification authorises the use of bolts in lieu of countersunk screws for the attachment of the ammunition chute and ammunition roller spigot base in the ammunition bay.

Application

2. This work is to be carried out on all Mk 35 and 35A aircraft.

Responsibility for Incorporation

3. This modification is to be incorporated by operating units, aircraft depots and the civilian contractor responsible for servicing Vampire aircraft. The trade mustering is airframe fitter.

Action in Respect of Spares

4. Not applicable.

Orders Superseded or Cancelled

5. No orders are superseded or cancelled by the introduction of this modification.

Equivalent Modifications

6. De Havilland Modification V795 is the equivalent modification.

Supply

7. The following parts are required to complete one modification set:-

Item	Ident No	Part No	Nomenclature	No off	Stores Class
1	H28/NIV H28/12119	AS2920/19B or AS1242/19B	Bolt, SS Csk Hd 90° 4BA x 2.25 in long Bolt, HTS, Csk Hd 90° 4BA x 2.25 in long	6	

(Issued with A/L 213 - November 1960)

Item	Ident No	Part No	Nomenclature	No Off	Stores Class
2	H28/NIV	AS2920/21B	Bolt, SS, Csk Hd 90° 4BA x 2.45 in long	2	
	or	or			
	H28/12284	AS1242/21B	Bolt, HTS, Csk Hd 90° 4BA x 2.45 in long		
3	H28C/12746	SP19/B	Washer, SS Plain .15 in I/D x 1.0 in O/D x .064 in thick	8	
4		FS15-603ND	Taper Washer	6	
5	H28/27024	AGS2001B/1	Nut, MS Hex Nyloc Insert 4BA	8	
6	K3/407	BS1204	Glue Beetle Type 'A'	AR	
7	K3/410		Hardener, Beetle, Blue 2B	AR	
	or				
	K3/411		Hardener, Beetle, Violet W15	AR	
	or				
	K3/412		Hardener, Beetle Yellow GP.30	AR	
8	K3/321		Enamel Cellulose, Black Spec K18	AR	

Notes: (a) Items 1 to 5 inclusive will be delivered from De Havilland Aircraft Pty Ltd to the De Havilland Modification Centre. Units requiring modification sets are to demand from the De Havilland Modification Centre, Bankstown NSW.

(b) Items 6 to 8 inclusive are to be drawn from Unit Stores.

Disposal of Parts Removed

8. Not applicable.

Disposal of Parts in Stock

9. Not applicable.

When Modification is to be Incorporated

10. The modification is to be incorporated as soon as practicable but not later than the next "D" servicing after modification sets are available.

Method of Incorporation

11. (a) Man Hours Involved : Approximately 12 man-hours will be required to incorporate this modification.

(Issued with A/L 213 - November 1960)

(b) Special Tools, Jigs, etc: No special tools or jigs are required to incorporate this modification.

(c) Sequence of Operations :

(i) Open nose cap and disconnect aircraft batteries.

(ii) Open canopy hatch and disarm the ejection seats in accordance with AAP 721:79/35 Vol 4 Part 2 Sect 4 Chapt 1.

(iii) Remove the ejection seats and guide rails in accordance with AAP 721:79/35 Vol 4 Part 2 Sect 4 Chapt 2.

(iv) Disconnect cables and remove G4 compass amplifier and mounting tray. Retain bolts and nuts for reassembly.

(v) Open and secure an ammunition bay access door.

(vi) Remove Frames S0075 from the top of both forward ammunition boxes, retain for reassembly.

The following operations are applicable to both port and starboard ammunition boxes.

(vii) Refer to drawing A13600 -
From the spigot plate at the forward end of the roller remove first the top woodscrew, drill through bulkhead No 2 with No 26 dia drill. Secure by placing item 1 through hole to prevent movement of spigot plate, remove lower woodscrew and repeat operation, but secure with bolt, item 2.

(viii) Remove the woodscrew from the forward end of the ammunition chute and drill through bulkhead No 2 as in operation (vii), and secure with item 1. If necessary dimple chute to take head of bolt.

Note: Some aircraft have extra screws which are to be removed leaving only the bolt in the corner.

(ix) Where bolts used in operation (vii) and (viii) protrude through bulkhead No 2, an area of approx 1.1/2" dia is to be cleared of paint around each of the bolts and a tapered washer item 4, is to be glued onto the bulkhead using items 6 and 7, to give flat seating under nut.

(x) Restore FINISH using item 8.

(xi) After assy of tapered washers as in operation (ix) secure bolts with items 3 and 5.

(xii) Remove the woodscrew from the rear end of the ammunition chute and drill through centre partition of ammunition boxes using No 26 dia drill, dimple chute if necessary to take head of bolt and secure chute with items 1, 3 and 5.

(xiii) Refit Frames removed in operation (vi) to ammunition boxes.

(xiv) Close and secure ammunition bay access doors.

(xv) Replace G4 compass amplifier and mounting tray and re-connect cables.

(xvi) Refit and re-arm both ejection seats in accordance with AAP 721.79/35 Vol 4 Part 2.

(xvii) Re-connect aircraft batteries and close nose cap.

(d) Tests

Carry out a functional check of the G4 compass.

(e) Recordings

(i) Record this modification in the Airframe Log Book.

(ii) A Modification Incorporation Certificate is to be forwarded in accordance with RMGI No 1/3/4.

Drawings

12. Drawing A13600 consisting of one (1) sheet is attached herewith.

Effect on Weight and Balance of the Aircraft

13. The effect on the weight and balance of the aircraft is negligible.

A1215

References : Files, Department of Air, 9/84/41 and 150/8/2434

Attachment : Drawing A13600

Date of Issue : 11th November, 1960.

(Issued with A/L 213 - November 1960)

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. I. L	INITIALS	APPROVED

NOTE:—
SOME AIRCRAFT HAVE EXTRA SCREWS WHICH ARE TO BE REMOVED LEAVING ONLY THE BOLT IN THE CORNER.

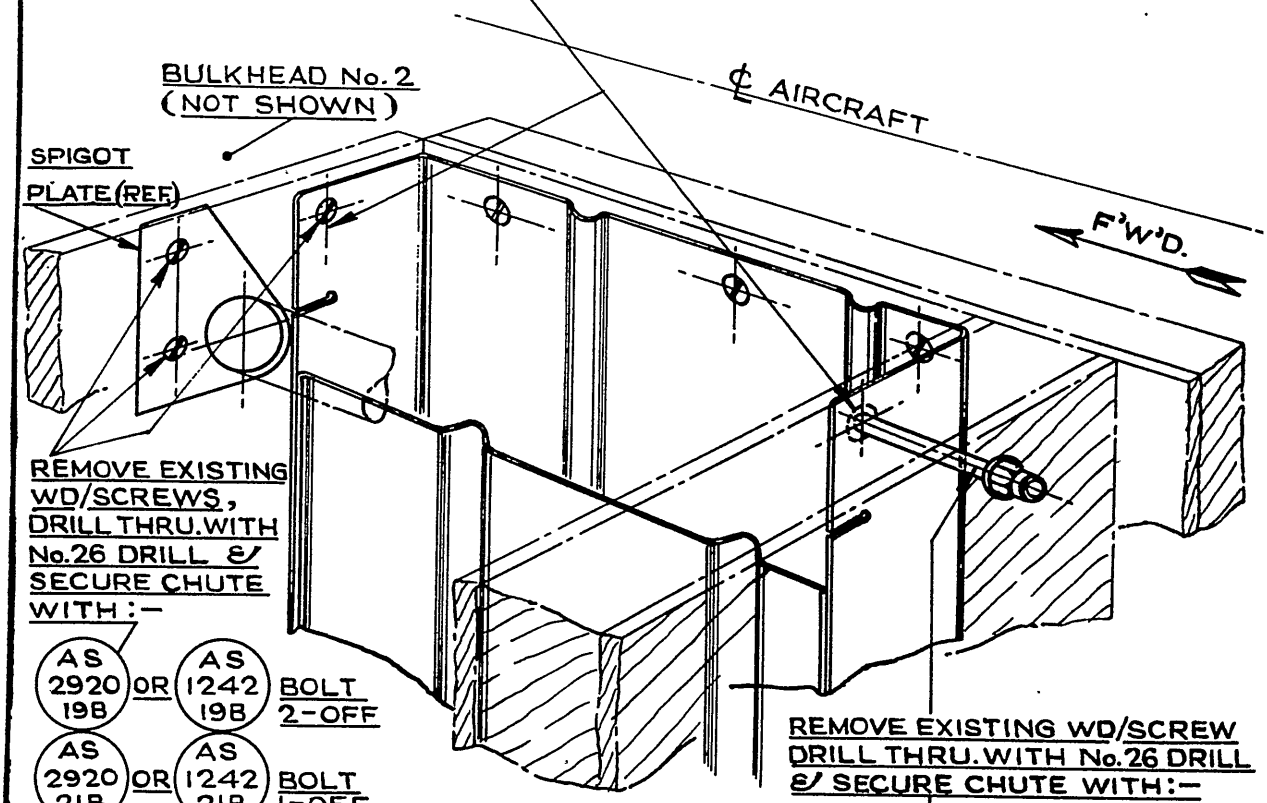
DIMPLE CHUTE TO TAKE HEAD OF BOLT

BULKHEAD No. 2 (NOT SHOWN)

℄ AIRCRAFT

F'W'D.

SPIGOT PLATE (REF)



REMOVE EXISTING WD/SCREWS, DRILL THRU. WITH No. 26 DRILL & SECURE CHUTE WITH:—

- AS 2920 198 OR AS 1242 198 — BOLT 2-OFF
- AS 2920 218 OR AS 1242 218 — BOLT 1-OFF
- SP 19 B — WASHER 3-OFF
- FS15 603 N.D. — TAPER WASHER, 3-OFF. GLUE IN POSITION ON THE F'W'D. FACE OF BULK'H'D. No. 2
- A.G.S. 2001 B1 — NUT 3-OFF

REMOVE EXISTING WD/SCREW DRILL THRU. WITH No. 26 DRILL & SECURE CHUTE WITH:—

- AS 1242 198 OR AS 2920 198 — BOLT 1-OFF
- SP 19 B — WASHER 1-OFF
- A.G.S. 2001 B1 — NUT 1-OFF

NOTE:—
APPLICABLE TO BOTH PORT & S'T'D. CHUTES. (PORT SIDE DRAWN).

DE HAVILLAND DRAWING No. 00M473 SHEET 1 OF 1 SHEET

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING	BOLTS IN LIEU OF SCREWS IN AMMUNITION BOXES

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	VAMPIRE MK 35 & 35
FRACTIONS	± 1/32"	TREATMENT		ENGINE	GOBLIN
ANGLES	± 1°	FINISH		TECH. ORDER	VAMPIRE MOD. 342
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.E.21		SCALE		DRAWING NO.	A-13600
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

STRENGTHENED MOUNTING BRACKET FOR THE EXTERNAL POWER SUPPLY SOCKET AND A NEW SHROUD (PT NO G13331) TO BOTH THE EXTERNAL POWER SUPPLY AND ENGINE STARTER SOCKET

Introduction

1. (a) Defects have been experienced in service where cracking has occurred along the external power supply socket mounting holes. The strengthened mounting bracket is introduced to overcome this defect.

(b) RAAF Elec Mod 5/4/1, introducing a new shroud to both the external power supply and engine starter sockets, is also included in this modification.

(c) The following modification is to be incorporated either prior to or concurrently with this order:-

RAAF Mod	DH Mod	Title
247	V714	To introduce Standard American Type Power Supply Socket

Application

2. This modification is applicable to all Vampire Mk 35 and Mk 35A aircraft.

Man-Hours and Trade Mustering Involved

3. Approximately 8 man-hours will be required to incorporate the modification. The trade musterings involved are airframe and electrical fitters.

When Modification is to be Incorporated

4. This modification is to be incorporated in Vampire Mk 35 and Mk 35A aircraft as soon as possible but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

5. Operating units, aircraft depots and contractors concerned are responsible for incorporation of the modification.

Equivalent Modifications

6. De Havilland (Aust) Mod V796 is an equivalent modification.

Orders and Instructions Superseded or Cancelled

7. Not applicable.

Special Tools, Jigs, etc

8. Not applicable.

Drawings

9. Not applicable.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No off per Set	Stores Class
1		N15-1271	Bracket, Mounting, Electrical Socket	1	
2			Mod Kit for RAAF Mod Elec 5/4/1	2	
3	H28/12139	AS1246/6C	Bolt HTS, RD Hd, 2BA x 1" long	4	
4		FS15-523	Gasket		
5	K3/385		Cement, Adhesive, Bostik 252 'C'	As Reqd	

Supply

11. Modification sets are to be obtained as follows:-

Items 1 - 4 - Demand from De Havilland Modification Centre, Bankstown NSW, for Vampire Modification No 343.

Item 5 - Draw from unit store.

Method and Sequence of Incorporation

12. (a) Open nose cap and disconnect the aircraft batteries.

(b) Disconnect the cables from the external power supply socket, and retain the nuts and washers.

(Issued with A/L 222 - February 1961)

(c) Remove and discard the gasket around the hole for the "Oddie" fastener, so as to have access to the screw, then remove the external power supply socket, complete with mounting bracket, retain all bolts, nuts and washers.

(d) Now remove the external supply socket from the mounting bracket, retain nuts and washers.

(e) Locate the engine starter socket on the starboard side, and remove the lower engine cowl, in accordance with current authorised procedure.

(f) Disconnect the cables from the socket and retain the nuts and washers.

(g) Remove the engine starter socket from its mounting and retain the nuts and washers.

(h) Rework both the external power supply and the engine starter socket in accordance with RAAF Mod Elec 5/4/1.

(j) Re-install the reworked engine starter socket using new bolts item 3, and existing nuts and washers retained in operation (g).

(k) Reconnect the cables to the engine starter socket ensuring that the positive lead is connected to the centre terminal, and the earth lead to the other large terminal.

(l) Assemble the reworked external power supply socket to the new mounting bracket, item 1, using new bolts item 3, and existing nuts and washers retained in operation (d).

(m) Now offer up the assembly to the aircraft and drill No 26 dia holes to match the existing holes in the fuselage, and secure with bolts and nuts retained in operation (c), ensure the bonding is reconnected to the bracket. Affix new gasket item 4, using adhesive item 5 (Op (c) refers).

(n) Reconnect the cables to the external power supply socket, ensuring that the positive lead is connected to the centre terminal and the earth lead to the other large terminal.

(o) Refit the lower engine cowl.

(p) Reconnect the aircraft batteries.

(q) Close and fasten the nose cap.

Items Removed

13. The following items are removed on incorporation of the modification:-

Item No	Ident No	Part No	Nomenclature	No off per Set	Stores Class
6		N15-1075	Bracket, Mounting Electrical Socket	1	C
7			Shroud Electrical Socket	2	C

Action on Items Removed

14. The removed items listed above have no further application to this use and are to be actioned as follows:-

Items 6 - 7 - Discard.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. Not applicable.

Additional Information

17. Not applicable.

Tests

18. (a) Function starter circuit.

(b) With ground/flight switch in "ground" position, and ground supply connected to external power supply socket, check that generator warning light and aircraft power failure warning light are on.

Recording

19. Record incorporation of the modification as follows:-

(a) In the airframe log book.

(b) On Form E/E 78 (Modification Chart).

(Issued with A/L 222 - February 1961)

(c) Modification Incorporation Certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Froms EE9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of incorporation of the modification will have negligible effect on the weight and balance of an aircraft.

References : Files, Department of Air, 150/8/2365, 150/4/8621(II), 72/6/209

Date of Issue : 28th February, 1961.

(Issued with A/L 222 - February 1961)

Class 2

PROVISION FOR VHF AND INTERCOMMUNICATION FACILITIES ON COMPASS POSITION OF TELEPHONE SELECTOR SWITCH

Reason for and Description of Modification

1. This modification introduces a link in the Telephones Selector Switch, to provide VHF and Intercommunication facilities, in conjunction with normal compass operation on the compass position of the telephone selector switch, where previously only compass facilities were provided.

Application

2. This work is to be carried out on all Mk 35 and Mk 35A Vampire aircraft which have not already had De Havilland Modification V797 embodied and recorded in the log book.

Mk 35 aircraft Serial No A79-663 and subsequent will have this modification incorporated during manufacture.

Responsibility for Incorporation

3. This modification is to be incorporated by operating units, aircraft depots and civilian contractor responsible for servicing Vampire aircraft. The trade mustering responsible is Radio Technician (Air).

Action in Respect of Spares

4. Not applicable.

Orders Superseded or Cancelled

5. No orders are superseded or cancelled by the incorporation of this modification.

Equivalent Modifications

6. De Havilland (Aust) Modification V797 is the equivalent modification

Supply

7. The following parts are required to complete one modification set:

(Issued with AL 209 - September 1960)

Item No	Ident No	Part No	Nomenclature	No off per set	Stores Class
1	G5E/1780		Wire, fuse, tinned copper 22 amps, 20 SWG	AR	
2	K3/356		Colours, Identification, Glossy, White Spec No DTD772A	AR	
3	I1/9715		Wire, locking, 22 SWG DTD 189	AR	

Note: Items 1 to 3 inclusive are to be drawn from unit stores.

Disposal of Parts Removed

8. Not applicable.

Disposal of Parts in Stock

9. Not applicable.

When Modification is to be Incorporated

10. This modification is to be carried out on all applicable Vampire aircraft as soon as practicable but not later than the next "D" servicing after modification sets are available.

Method of Incorporation

11. (a) Man-Hours Involved : Approximately 2 man-hours will be required to incorporate this modification.

(b) Special Tools, Jigs, &c : No special tools or jigs are required to incorporate this modification.

(c) Sequence of Operations :

(i) Open the aircraft nose cap and disconnect the aircraft batteries.

(ii) Remove the canopy jettison handle and lower the instrument panel.

(iii) Locate the rear of the telephone selector switch and note the position of the VHF compass and pilot's telephone leads connected to the switch.

(Issued with AL 209 - September 1960)

(iv) Remove the screws holding the back cover on this switch and move the cover back along the leads to gain access to the switch terminals.

(v) Obtain fuse wire, (item 1) as required, and solder it between the two top terminals to which the VHF and pilot's telephone leads are connected, ensuring that the new link is shaped so as to avoid the projection inside the cover piece when refitting.

(vi) Replace the cover on the switch, raise the instrument panel, replace the canopy jettison handle and wire lock using wire, (item 3) as required.

(vii) Using a suitable brush and white enamel, (item 2), as required, paint "/VHF" on the telephone selector switch mounting bracket adjacent to the existing work "Compass", so that it now reads "Compass/VHF".

(viii) Reconnect the aircraft batteries and lower the nose cap.

(d) Tests : Function the VHF and Radio Compass systems to establish that correct connections have been made and that the modification has been carried out satisfactorily.

(e) Recording : Record this modification in the Airframe Log Book.

Drawings

12. No drawings are required.

Effect on Weight and Balance

13. The effect on weight and balance on the aircraft is negligible.

References : Files, Department of Air, 214/14/192 and 150/8/2414

Date of Issue : 14th September 1960

(Issued with AL 209 - September 1960)

(iv) Break the tab locking and remove both special bolts (G001929) from the front end fitting of the compression leg hinge pin, adjacent to the top jack attachment bolt. Discard the lock plate and retain the bolts for re-assembly.

(v) Disconnect and remove the now redundant top jack attachment bolt complete with the grease nipple assembly. Retain the nut and washer.

(vi) Temporarily secure the jack at the top attachment with new bolt, item 1 and using existing nut and washer.

Note: The bolt has been specially treated with molybdenum disulphide, and therefore, should not be wiped clean prior to installing.

(vii) Using a No 51 dia drill, spot the bolt through one of the slots of the nut.

(viii) Now remove the bolt from the aircraft, and still using a No 51 dia drill, drill through the bolt for the split pin, in accordance with current authorised procedure.

(ix) Re-secure the jack at the top attachment, having first coated it with grease, item 4. Lock with split pin item 2.

(x) Refit the two bolts removed in operation (iv) complete with new lock plate, item 3, and lock the bolts accordingly.

(xi) Secure the retracting jack hydraulic hoses, unclipped in operation (iii).

(xii) Recharge the hydraulic accumulators in accordance with AAP 721:79/33 Vol 1 Sect 3 Chap 6.

(d) Tests : Carry out an undercarriage retraction test in accordance with current authorised procedure.

(e) Recording :

(i) When embodied, record this modification in the aircraft log book.

(ii) A Modification Incorporation Certificate is to be completed and forwarded in accordance with RMGI No 1/3/4.

(Issued with AL 214 - November 1960)

Drawings

12. No drawings are required.

Effect on Weight and Balance of the Aircraft

13. The effect of this modification on the weight and balance of the aircraft is negligible.

References : Files, Department of Air, 9/84/91 and 150/8/2435

Date of Issue : 18th November 1960

(Issued with AL 214 - November 1960)

RESTRICTED

Headquarters Support Command

AMENDMENT LIST NO 233

TO

AUSTRALIAN AIR PUBLICATION 721:79

VOLUME 2 PART 2

VAMPIRE MODIFICATIONS

1. Vampire Modification No 345 is amended as follows:-

(a) Para 7, alter item 1 to read 1(a) also in line 1 of Note (a).

(b) Para 7, add the following by columns in sequence -

"1(b)	A79/504510	00RG27	Bolt Special jack attachment (.005" oversize)	2	-
1(c)	A79/504511	00RG29	Bolt Special jack attachment (.010" oversize)	2	-"

(c) Para 7, add the following Note (c).

"(c) Items 1(b) and/or 1(c) are, if required in lieu of item 1 (a), to be demanded from unit stores. The bolts (item 1(a)) which are not required are to be returned to unit stores".

(d) Para 8, alter item 8 by columns to read -

"8(a)	A79/502010 and/or	G001901	Bolt Special	2	-
8(b)	A79/501972 and/or	00RG5	Bolt, Special (.005" oversize)	2	-
8(c)	A79/501973	00RG7	Bolt, Special (.010" oversize)	2	-"

(e) Para 8, amend Note (b) to read -
"Items 7 and 8(a) and/or 8(b) and/or 8(c) are to be discarded".

(f) Para 9, amend part (c) to read -

"Stocks of items 7, 8(a), 8(b) and 8(c) are to be disposed of upon receipt of the relevant "N" Order."

(g) Para 11(c), after operation (v) add the following Note -

"Note: If the removed bolt is either item 8(b) or 8(c), the replacement bolt (item 1(b) or 1(c)) respectively is to be demanded from unit stores and the redundant mod kit bolt (item 1(a)) is to be returned to stores".

2. When the above amendment has been incorporated, make the necessary entry in the amendment certificate.

Reference : File, HQSC, 2501/110/3166

Date of Issue : 8th November, 1961

Class 2

COCKPIT LIGHTING - ADDITIONAL FUSES

Introduction

1. To obviate the possibility of a complete lighting failure in the event of a short circuit in any one lighting system, this modification introduces two extra fuses into the cockpit and instrument lighting circuits, and provides individual fusing to the following lighting circuits:-

(a) Blind flying instruments.

(b) Other instruments and services.

(c) Miscellaneous cockpit lights.

Application

2. All Vampire Mk 35 and Mk 35A aircraft.

Man-Hours and Trade Mustering Involved

3. Approximately 16 man-hours will be required to incorporate the modification. The trade musterings responsible are:-

Electrical Fitter - 11 man-hours

Airframe Fitter - 4 man-hours

Armament Fitter - 1 man-hour

When Modification is to be Incorporated

4. This modification is to be incorporated in applicable aircraft as soon as possible but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

5. Operating units, aircraft depots and contractors concerned will be responsible for incorporation of the modification.

Equivalent Modifications

6. De Havilland Modification No V347 is an equivalent modification.

(Issued with AL 225 - June 1961)

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, &c

8. The following special tool is required and will be distributed by Headquarters Support Command:-

G5X/3186 Plessey Crimping Tool Light Duty Pt No CZ50125.

Drawings

9. Drawing No A13687 Sheets 1 and 2, attached.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No off per set	Stores Class
1	G5C/880		Fuse 5 amp	4	C
2	G5E/30155		Cable AA20 One Core Vin	14' 2"	C
3	G5X/3148	Z49428	Sleeve	4	C
4	G5X/3149	Z27329	Thimble	4	C
5	G5F/1377		Tape Insulating Nylex $\frac{1}{2}$"	AR	C
6	I1/9715		Wire Locking 22 SWG DTD 189	AR	C

Supply

11. Modification sets are to be obtained as follows:-

Items 1 to 4 : Demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown for Vampire Modification No 347.

Items 5 and 6 : Draw from unit store.

Method and Sequence of Incorporation

12. The trade mustering responsibilities are as follows:-

(Issued with AL 225 - June 1961)

Electrical Fitter : Sub-paragraphs (a), (d), (e), (g) to (n) inclusive, (p) and (s).

Airframe Fitter : Sub-paragraphs (e), (f), (o) and (q).

Armament Fitter : Sub-paragraphs (b) and (r).

(a) Isolate all sources of electrical power from the aircraft.

(b) Render both ejection seats safe in accordance with the current authorised procedure.

(c) Remove the starboard ejection seat from the cockpit.

(d) Disconnect all cable looms at junction box 1 and remove the box from the aircraft.

(e) Refer to sheet 1 of attached drawing and modify the junction box as shown using fuse (item 1) 4 off, Cable (item 2) 2'6" long, Sleeve (item 3) 2 off and Thimble (item 4) 2 off. After modifying the junction box alter the part number to "N15-617A/3".

(f) Remove canopy jettison handle and lower the instrument panel.

(g) Disconnect cable loom C3A Part No N15-635A from starboard disconnect panel, remove nylex sleeve and binding round cut ferrule and dismantle the socket enough to be able to remove the spare inserts at positions "C" and "N".

(h) Cut two lengths of cable (item 2) each 5'10" long, vare one end of each and fit sleeves (item 3) and thimbles (item 4) then fit to spare inserts C and N and crimp using G5X/3186 Plessey Crimping Tool.

(j) Bare back remaining ends of cables for a distance of .6" and code these ends as follows:-

Cable from pin C to be coded "T+1"

Cable from pin N to be coded "T+2"

(k) Re-assemble the socket of loom C3A, slide existing nylex tubing over cut ferrule and bind outlet with nylex tape (item 5) for a distance of approximately 1.5". Alter the part number of the loom to N15-1303A, then reconnect to starboard disconnect panel.

(Issued with AL 225 - June 1961)

(l) Locate the instrument light dimmer switches on port side of instrument panel, remove two link cables (item 7) coded "T+". Refer to sheet 2 of drawing and connect the two new cables coded T+1 and T+2 as shown routing them along the back of the panel with existing wiring and binding where necessary.

(m) Locate existing cables coded T+ connecting the top dimmer switch on port side of panel to dimmer switch located on top of the instrument panel shroud. Recode this cable "T+1" at both ends.

(n) Alter the part number of the instrument panel to F15-551A/7.

(o) Raise the instrument panel and secure, then refit the canopy jettison handle and wire-lock using item 6.

(p) Refit junction box 1 and connect all wiring to it.

(q) Refit starboard ejection seat.

(r) Re-arm both ejection seats in accordance with current authorised procedure.

(s) Connect an external power supply and functionally check all systems affected by the modification.

Items Removed

13. The following items are removed on incorporation of the modification:-

Item No	Ident No	Part No	Nomenclature	No off per set	Stores Class
7		N15-391A	Link Cable Assy	2	C

Action on Items Removed

14. The removed items listed above have no further application to this use and are to be actioned as follows:-

Item 7 : Discard.

(Issued with AL 225 - June 1961)

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. Not applicable.

Additional Information

17. Nil.

Tests

18. As detailed at paragraph 12(s).

Recording

19. Record incorporation of the modification as follows:-

(a) In the Airframe Log Book.

(b) On Form E/E 78 (Modification Progress Chart).

(c) Modification Incorporation Certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms EE9 are to be submitted by civilian contractors.

Weight Sheet Summary

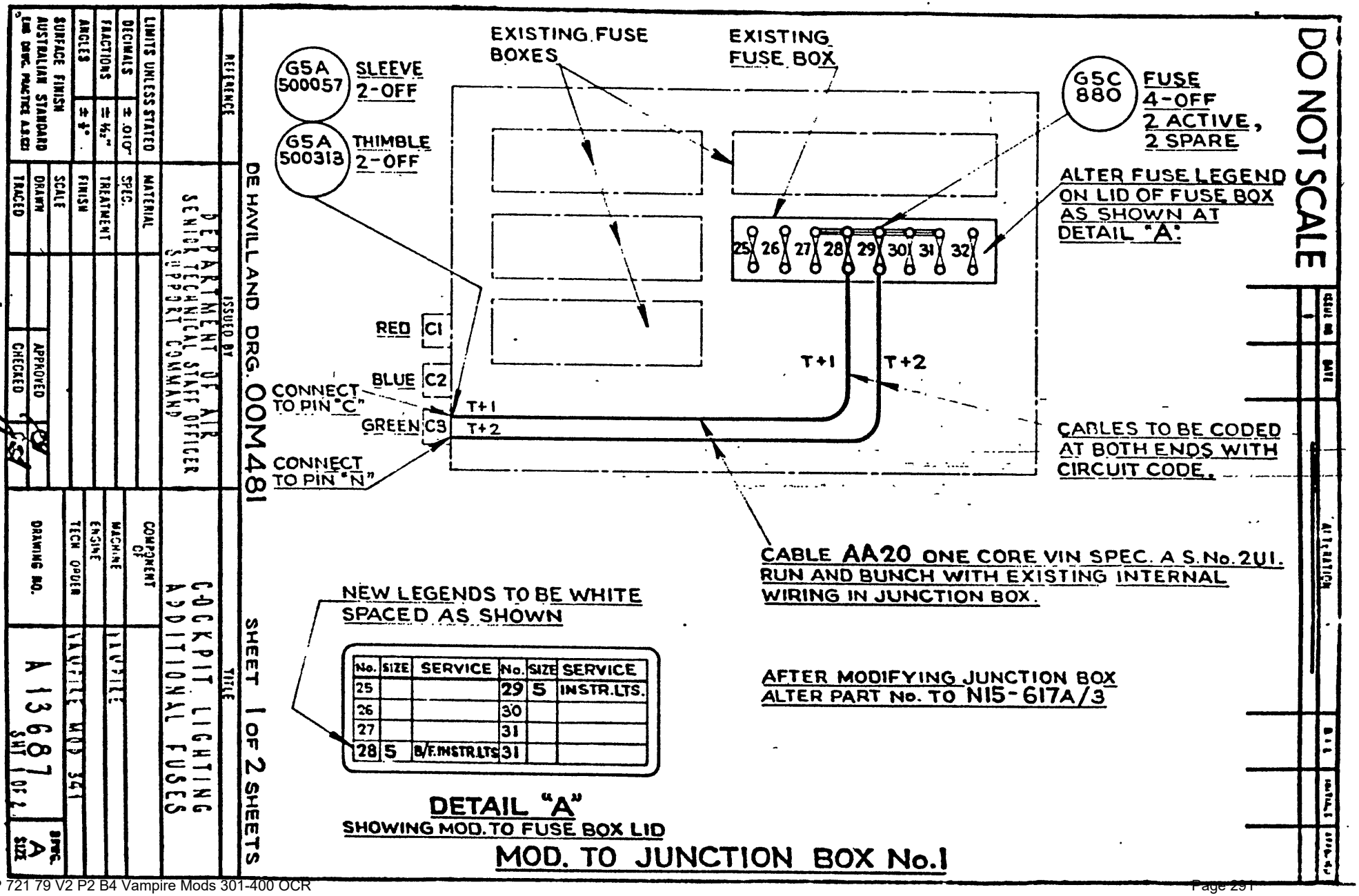
20. Incorporation of this Modification will have negligible effect on the weight and balance of an aircraft.

References : Files, Headquarters Support Command, 2501/110/2603 and 9/84/36

Attachments : Drawing No A13687, Sheets 1 and 2

Date of Issue : 5th June, 1961

(Issued with AL 225 - June 1961)



No.	SIZE	SERVICE	No.	SIZE	SERVICE
25			29	5	INSTR.LTS.
26			30		
27			31		
28	5	B/F.INSTR.LTS	31		

DETAIL "A"
SHOWING MOD. TO FUSE BOX LID

MOD. TO JUNCTION BOX No.1

DO NOT SCALE

— LEGEND —

EXISTING WIRING TO BE LEFT INTACT

" " " " REMOVED

NEW WIRING

MAIN INSTRUMENT PANEL.
AFTER MODIFYING PANEL
ALTER PART No. TO
F15-551A/7

BLIND-FLYING INSTRUMENTS
LIGHTS DIMMER

GENERAL INSTRUMENTS
LIGHTS DIMMER SWITCH

FLOOD LIGHTS
DIMMER SWITCH

T+1

T+

T+2

T+

TO JUNCT'N. BOX 1.

T+1	C	PART OF LOOM C3A
T+2	N	PART OF LOOM C3A
T+	R	PART OF LOOM C1A

T+

PORT DISCONNECT
PANEL

MOD. TO INSTRUMENT PANEL WIRING.

(VIEW ON BACK OF PANEL)

DE HAVILLAND DRG. OOM 481 SHEET 2 OF 2 SHEETS

REFERENCE	ISSUED BY		
UNITS UNLESS STATED	DEPARTMENT OF AIR		
DECIMALS ± .010"	SENIOR TECHNICAL STAFF OFFICER		
FRACTIONS ± 1/64"	SUPREME COMMAND		
ANGLES ± 1°	MATERIAL		
SURFACE FINISH	SPEC.		
AUSTRALIAN STANDARD	TREATMENT		
INC. CAVIL. PRACTICE A.S.E.E.	FINISH		
TRACED	SCALE	APPROVED	
DRAWN			
CHECKED			
DRAWING NO.	TECH. OFFICER	ENGINE	MACHINE
A 13687 SHT 2 OF 2	VAMPIRE MK. 561	VAMPIRE	VAMPIRE

COCKPIT LIGHTING
ADDITIONAL FUSES

COMPONENT OF

TITLE

SIZE A

DRWG.

ALTERATION	DATE	BY	CHECKED
1			

AAP 7216-79 VOLUME 2, PART 2 VAMPIRE MODIFICATION NO 348

Class 2

REMOVAL OF NOSE WHEEL DOWN LOCK AND DOOR LOCK MICRO SWITCHES

Introduction

1. (a) Investigation of the nose wheel warning system has revealed that the "Down Lock" and "Door Lock" micro switches are redundant. The warning function is fully covered by the "Leg Lock Radius" and "Uplock" switches.

(b) This modification authorises the removal of the redundant switches and introduces a revised circuit to show positive indication of the nose wheel position.

Application

2. All Vampire Mk 35 and Mk 35A aircraft.

Note: Aircraft which have RAAF Special Technical Instruction Vampire/39 incorporated will not require further modification.

Man-Hours and Trade Mustering Involved

3. Approximately 4 man-hours will be required to incorporate the modification. The trade mustering responsible is electrical fitter.

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable aircraft as soon as possible but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

5. The modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for the servicing of Vampire aircraft.

Equivalent Modifications

6. RAAF Special Technical Instruction Vampire/39 and De Havilland (Aust) Modification No V348 are equivalent modification.

(Issued with AL 232 - November 1961)

Orders and Instructions Superseded or Cancelled

7. RAAF Special Technical Instruction Vampire/39 is cancelled on the issue of this modification order.

Special Tools, Jigs, &c

8. Not applicable.

Drawings

9. Drawing No A13592, attached.

Modification Parts List

10. The following item is required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No off per set	Stores Class
1	G5E/30154	-	Cable Electric AA18 One Core Vin	A/R	C

Supply

11. Modification sets are to be obtained as follows:-

Item 1 : Draw from unit store.

Method and Sequence of Incorporation

12. (a) Isolate all sources of power from the aircraft electrical system.

(b) Locate and remove the panel over the nose wheel terminal blocks and micro switches situated below the "Ground Flight" Switch.

(c) Remove panel assembly nose LH (A79-502175).

(d) Disconnect leads from the "Down Lock" micro switch.

(e) Disconnect "Down Lock" cable assemblies coded U9, U10 and U14 at terminal block "Bulkhead No 1" and discard.

(Issued with AL 232 - November 1961)

(f) Disconnect and remove cables U8 and U14 between terminal block "Bulkhead No 1" and the "Door Lock" switch.

(g) Disconnect existing cable U10 at upper terminal block Bulkhead No 1 and connect it to cable U14 at lower terminal block Bulkhead No 1 as shown in attached drawing.

(h) Disconnect at terminal block Bulkhead No 1, the existing cable U14 from the "Leg Lock" switch terminal "B" and connect it to the existing cable U8 at terminal block Bulkhead No 1 as shown in drawing.

(j) Using cable AA20 (item 1) manufacture a jumper (coded U9) and route it from existing terminal U9 at terminal block Bulkhead No 1 to terminal "B" of the "Up Lock" micro switch as shown in drawing.

(k) Refit nose wheel terminal block cover and panel assembly A79-502175.

(l) Reconnect aircraft batteries.

(m) Carry out retraction tests to ensure correct operation of the nose wheel warning.

Items Removed

13. Not applicable.

Action on Items Removed

14. Not applicable.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. Not applicable.

Additional Information

17. Not applicable.

(Issued with AL 232 - November 1961)

Tests

18. As detailed in paragraph 12, sub-paragraph (m).

Recording

19. Record incorporation of the modification as follows:-

(a) In the airframe log book.

(b) On Form E/E 78 (Modification Progress Chart).

(c) Modification Incorporation Certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. Incorporation of the modification will have negligible effect on the weight and balance of an aircraft.

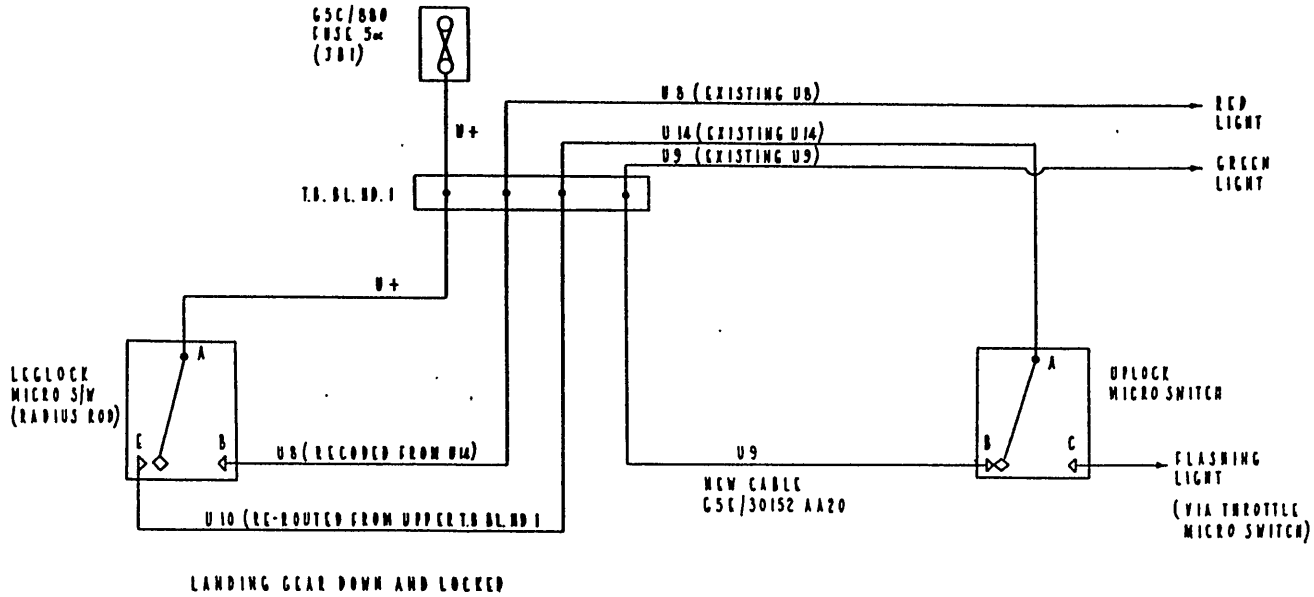
Reference : File, Headquarters Support Command, 2501/110/2968

Attachment : Drawing No A13592

Date of Issue : 8th November 1961

(Issued with AL 232 - November 1961)

DO NOT SCALE



LANDING GEAR DOWN AND LOCKED

ISSUE NO.	DATE	ALTERATION	B.T.L.	INITIALS	APPROVED
1	3-6-60				

REFERENCE

ISSUED BY: DEPARTMENT OF AIR, DIRECTOR GENERAL OF ENGINEERING

LIMITS UNLESS STATED		MATERIAL	
DECIMALS	± .010"	SPEC.	
FRACTIONS	± 1/32"	TREATMENT	
ANGLES	± ½°	FINISH	
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.C.21		SCALE	
		DRAWN	APPROVED
		TRACED K.W.	CHECKED

TITLE: CIRCUIT REVISION

COMPONENT OF	NOSE WHEEL INDICATING CIRCUIT
MACHINE	VAMPIRE MK 35 & 35A
ENGINE	
TECH. ORDER	571 VAMP/35/39 VAMPIRE MOD 348
DRAWING NO.	A-13592

DRWG. B SIZE

CANOPY STAY ROD - INTRODUCTION

Introduction

1. This modification introduces a stay rod which enables the canopy to be held in the partially open position when taxying.

This modification permits a greater circulation of air through the cockpit and reduces cockpit temperatures while taxying or holding prior to take off.

Application

2. Vampire Mk 35 - All aircraft except A79-661 which was modified as a trial installation.

Vampire Mk 35A - All aircraft.

Man-Hours and Trade Musterings Involved

3. Approximately 12 man-hours are required to incorporate this modification. The RAAF trade musterings involved are airframe fitters.

When Modification is to be Incorporated

4. This modification is to be carried out on all applicable Vampire aircra: as soon as practicable but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. De Havilland (Aust) Mod No V349.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, etc

8. Nil.

Drawings

9. Drawing A13919 is attached herewith.

(Issued with A/L 228 - August 1961)

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	Qty	Stores Class
1		FC15-133	Spring	1	
2		FC15-135	Bush Bearing	1	
3		FC15-143	Plate, Stay Rod Support	1	
4		FC15-145ND	Pad, Rubber	1	
5		FC15-147	Clip, Spring, Stay Rod	1	
6		FC15-149AND	Rod Assy, Canopy Stay	1	
7		FC15-1491ND	Stud	4	
8	H28/12983	A24/CT	Locknut SS 2BA	2	
9	H28/13017	A24/ET	Locknut SS $\frac{1}{4}$" BSF	8	
10	H28/12673	A25/12B	Bolt HTS Hex Hd 4BA x 1.55" long	1	
11	H28/13124	A27/CT	Locknut MS 2BA	2	
12	H28/13401	A30/7C	Bolt HTS Hex Hd 2BA x 1.1" long	2	
13	H28/8319	AS1242/22C	Bolt HTS Csk Hd 2BA x 2.6" long	4	
14	H28/27025	AGS2001/C1	Nut MS Nyloc Insert, 2BA	2	
15	H28/27032	AGS2002/B1	Nut MS Thin, Nyloc Insert 4BA	1	
16	H28C/12346	SP 10/B	Washer MS Thin .157 ID	1	
17	H28C/12245	SP 10/C	Washer MS Thin .202 ID	4	
18	H28C/12252	SP 13/C	Washer MS Plain .202 ID	2	
19	H28C/12352	SP 10/E	Washer MS Thin .279 ID	8	
20	K2/210	DTD 825A	Grease XG275	AR	C
21	K3/321		Enamel, Cellulose, Black Spec K18	AR	
22	K3/436		Cement Adhesive Bostik 1410	AR	
23	K4/10905		Acetone	AR	

(Issued with A/L 228 - August 1961)

Supply

11. Modification sets are to be obtained as follows:-

Items 1-19 Demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown for Vampire Modification No 349.

Items 20-23 Draw from unit stores.

Method and Sequence of Incorporation

12. The airframe fitter is responsible for the complete installation:

(a) After ensuring that the seats have been made safe, remove the Canopy Hatch in accordance with AAP 721:79/33 Vol 1, Section 3, Chapter 1 and cover both sides of the perspex with protective material.

(b) Referring to drawing A13919 locate, remove and discard the two bolts through the port end of the canopy latch shaft (15FC2791 ref).

(c) Remove and discard the four studs and two countersunk screws securing the two port latch castings (15FC2997-8) to the canopy hatch structure.

Note: In order to gain access to the four studs, remove approx 10 off PK screws securing the canopy seal to the hatch, slide out the blanking plate (15FC-3475ND ref), and carefully peel back the canopy seal. Retain the PK screws and the blanking plate for reassembly.

(d) Remove the latch complete with the two latch castings and retain for subsequent re-assembly.

(e) Referring to drawing A13919 assemble the Canopy Stay Rod Assy (item 6) with items 1, 2, 10, 15 and 16 using grease (item 20) between the bearing bush (item 2) and the Canopy Stay Rod Assy, (item 6).

Note: It may be necessary to clean off the black paint on the latch shaft (15FC 2791 ref) with acetone (item 23), in order to assemble the bearing bush (item 2).

(Issued with A/L 228 - August 1961)

(f) Re-assemble the latch and latch castings, retained from operation (c), using items 7, 8, 9, 11, 12, 13 (2 off), 17 and 19.

(g) Place the canopy seal in position and replace the blanking plate and PK Screws retained from operation C.

(h) Touch up all damaged paint surfaces with black paint (item 21).

(j) Secure the rubber pad (item 4), in position using Bostik, (item 22).

(k) Re Part No the hatch from FC15-103AND to FC15-151AND, or from FC15-105AND to FC15-153AND or from FC15-107AND to FC15-155AND.

Note: If the hatch is part numbered FC15-63-65 or -91 AND leave the number as is and mark "V349 incorporated" beside it.

(l) Reassemble the hatch to the aircraft in accordance with AAP 721:79/33 Vol 1, Section 3, Chapter 1.

(m) With the canopy partially closed, locate the two bolts through the windscreen arch member which will have to be removed to assemble the Stay Rod Support Plate, then remove and discard these two bolts.

(n) Assemble the Stay Rod Support Plate (item 3) and the Stay Rod Spring Clip (item 5), with items 13 (2 off), 14 and 18 as per drawing.

(o) If necessary, adjust the angle of the Stay Rod Support Plate so that it engages parallel to the slot in the Stay Rod.

Items Removed

13. Not applicable.

Action on Items Removed

14. Not applicable.

Action on Stock Holdings of Removed Items

15. Not applicable.

(Issued with A/L 228 - August 1961)

Modification of Spares

16. The following spares are affected and are to be modified at the direction of Headquarters Support Command:-

Ident No	Part No	Nomenclature	Remarks
(a) A79/ 504285	FC15-107AND	Hatch, Canopy C/W Jettison Mechanism	Rework to para 10 (b to j) and re-identify as Part No FC15-155AND and Ident No A79/ 504492.

17. A partial modification set will comprise a complete A/C set less items 3, 5, 14 and 2 off item 13. Set to be obtained by demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown, for Spares/Mod V349/A79-504285. Items 20-23 inclusive will also be required and are to be drawn from unit stores.

18. Support Command is responsible that stores depot stock holdings of the above item are modified before.

Additional Information

19. Nil.

Tests

20. Nil.

Recordings

21. Record Incorporation of this modification as follows:-

(a) In Airframe Log Book.

(b) On Form E/E 78 (Modification Progress Chart).

22. Modification Incorporation Certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

(Issued with A/L 228 - August 1961)

Weight Sheet Summary

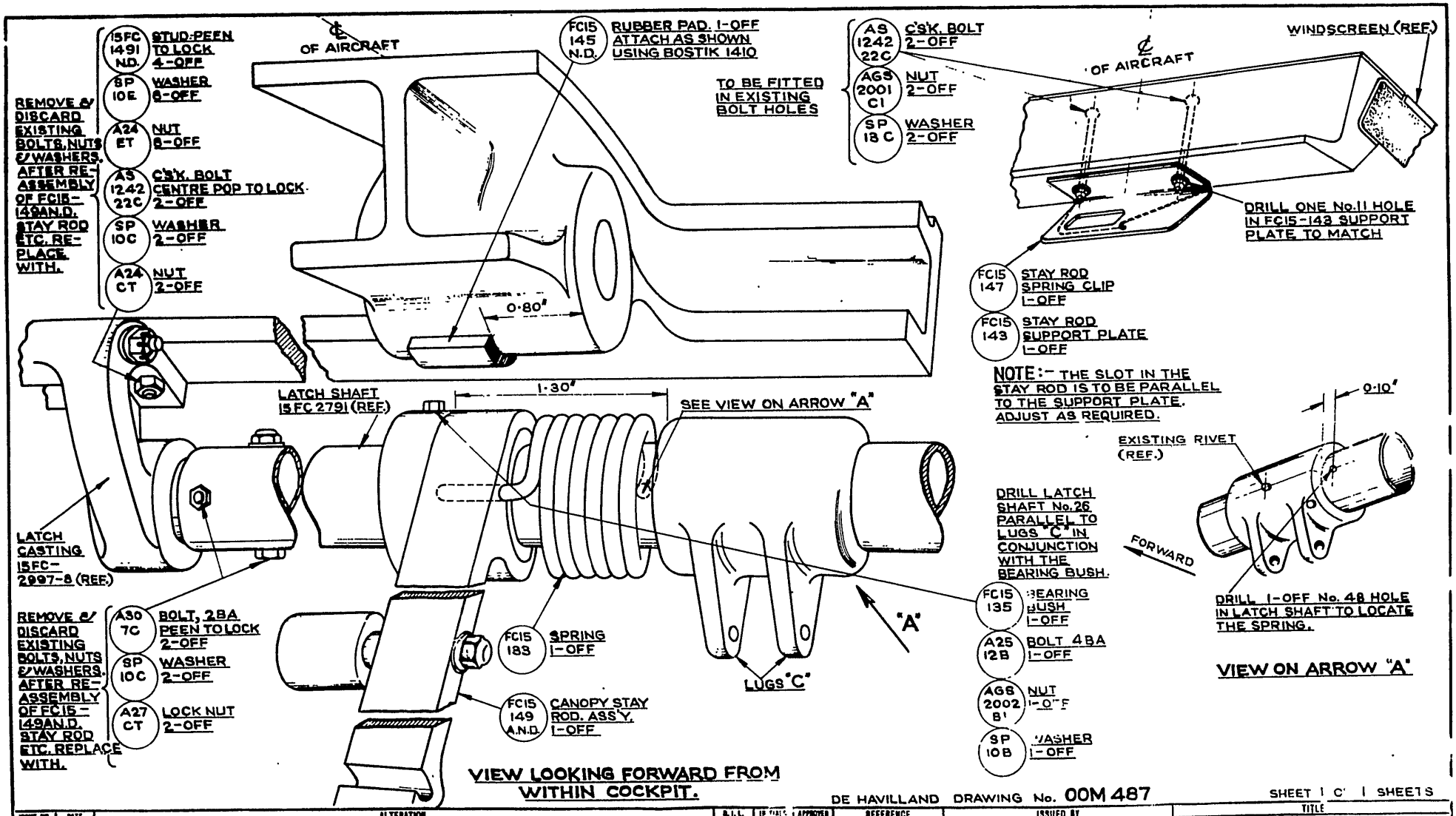
23. The effect of this modification on the weight and balance of the aircraft is negligible.

Reference : File, HQSC, 2601/79/53

Attachment : Drawing No A13919

Date of Issue : 31st August, 1961.

(Issued with A/L 228 - August 1961)



DE HAVILLAND DRAWING No. 00M 487

SHEET 1 OF 1 SHEETS

ISSUE NO.	DATE	ALTERATION	D.I.L.	I.P. PART.	APPROVED
1	26-4-44				

REFERENCE	ISSUED BY
	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND

LIMITS UNLESS STATED		MATERIAL
DECIMALS	± .010"	SPEC.
FRACTIONS	± 1/32"	TREATMENT
ANGLES	± ½°	FINISH
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.C.21		SCALE
		DRAWN / APPROVED
		TRACED / CHECKED

TITLE

INSTALLATION OF CANOPY STAY ROD

COMPONENT OF	
MACHINE	
ENGINE	
TECH. ORDER	Y Page 309 349
DRAWING NO.	A-13919
DRWG. SIZE	B

AAP 721 79 V2 P2 B4 Vampire Mods 301-400 OCR

Class 2

DUNLOP TWIN WIRE BRAIDED PRESSURE HOSE TYPE WH3/2 IN LIEU OF DUNLOP SINGLE WIRE BRAIDED PRESSURE HOSE TYPE WH3/1 AT ENGINE DRIVEN PUMP

Introduction

1. Numerous cases have been reported of failure of the existing single wire braid hose due to intermittent surges in the hydraulic system, imposing an increased load on the hose above normal working pressures.

2. This modification introduces a double wire braid hose which will withstand these surge pressures.

Application

3. Vampire Mk 35A - All Aircraft
Vampire Mk 35 - All Aircraft

Man-Hours and Trade Musterings Involved

4. Approximately 5 man-hours are required to incorporate the modification. The trade mustering responsible is airframe fitter.

When Modification is to be Incorporated

5. The modification is to be incorporated in all applicable Vampire aircraft as soon as practicable but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

6. The modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

7. Air Ministry Modification No VAM3476.

De Havilland Australia Modification No V351.

Orders or Instructions Superseded or Cancelled

8. The following instruction is superseded on incorporation of this modification:-

RAAF Special Technical Instruction Vampire/38.

(Issued with A/L 223 - March 1961)

Special Tools, Jigs, etc.

9. No special tools or jigs are needed for this modification.

Drawings

10. Not applicable.

Modification Parts List

11. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	4720-66-012-2871	ADC202A/21	Hose, flexible	1	
2	1L/9715	NPH	Wire, locking Non-corrodible, 22 SWG DTD189	AR	

Supply

12. Modification sets are to be obtained as follows:-

Item 1 Demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown, NSW for Vampire Modification No 351.

Item 2 Draw from unit stores.

Method and Sequence of Operation

13. (a) Remove the cannon bay doors and release the pressure from the hydraulic system in accordance with AAP 721:79/33 Vol 1, Section 3, Chap 6.

(b) Remove the lower engine inspection doors and locate the now redundant hydraulic pressure hose, item 3, routed from the engine driven pump to the flanged coupling on the aft face of the fireproof bulkhead. Remove this hose and replace it with a new hose assy, item 1, relocking the hose connections with item 2.

Note: During the embodiment of this modification the necessary precautions are to be taken as regards fluid spillage and avoidance of ingress of foreign matter.

(c) Check the level of the hydraulic fluid in the reservoir and top up if necessary. Replace the engine inspection and cannon bay doors.

Items Removed

14. The following item is removed on incorporation of this modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
3	A79/503195	Q003715	Hose, flexible	1	

Action on Items Removed

15. The removed item listed above has no further application to this use and is to be actioned as follows:-

Item 3 - Transfer to Board of Survey.

Action on Stock Holdings of Removed Items

16. Item 3 - Headquarters Support Command will advise obsolete/ obsolescent action for this item.

Modification of Spares

17. Not applicable.

Additional Information

18. Not applicable.

Tests - Inspection and Acceptance

19. Check all disturbed couplings for leaks during the next engine run.

Recordings

20. Record incorporation of the modification as follows:-

(a) In the Airframe Logbook.

(b) On Form E/E 78.

(c) Modification incorporation certificate is to be completed and forwarded in accordance with RMGI No 1/3/4.

Weight Sheet Summary

21. The effect of this modification on the weight and balance of the aircraft is negligible.

References : Files, Headquarters Support Command, 2601/79/41 and 2501/110/2628.
RAAF Special Technical Instruction Vampire/38.

Date of Issue : 9th March 1961.

(Issued with A/L 223 - March 1961)

CLASS 2

INTRODUCTION OF SEPARATE STATIC VENTS AND AN ADDITIONAL PITOT DRAIN TRAP

Introduction

1. Unit defect reports have indicated that malfunction of certain flight instruments has been caused, by water entering and becoming trapped in pitot and static lines of Vampire Aircraft Heads Pressure Type Mk 8T, and also by formation of run-back ice over the static slots in the pressure head.

2. This modification is written in two parts, "A" and "B".

3. Part "A" of this modification introduces two new static vents in the nose of the aircraft, and blanks off the existing static line.

4. Part "B" of this modification introduces a drain trap at the rear end of the port boom for the existing pitot pressure line.

5. RAAF Special Technical Instruction Vampire/43 must be either fully incorporated, or incorporated on the pitot pressure line only, prior to or concurrently with Part "B" of this modification.

6. Where RAAF Special Technical Instruction Vampire/43 has not previously been incorporated, it should only be carried out on the pitot pressure line.

Application

7. Part "A"

Vampire Mk 35A - all aircraft
Vampire Mk 35 - all aircraft (except A79-661 which was modified as a trial installation).

8. Part "B"

Vampire Mk 35A - all aircraft
Vampire Mk 35 - all aircraft (except A79-614 which was modified as a trial installation to Iss 1 of De Havilland Modification V352, and is to be reworked to para 48).

Man-Hours and Trade Musterings Involved

9. Approximately 25 man-hours are required to incorporate Part "A" of this modification.

The RAAF trade musterings involved are Airframe, Armament and Instrument Fitters.

Airframe fitter : 24 man-hours, para 20(b) to (q).
Armament fitter : 1 man-hour, para 20(a) and (r).
Instrument fitter: ¼ man-hour, para 20(s).

10. Approximately 8 man-hours are required to incorporate Part "B" of this modification.

The RAAF trade musterings involved are airframe fitters.

When Modification is to be Incorporated

11. Part "A" of this modification is to be incorporated in all applicable Vampire aircraft as soon as practicable, but not later than the next "C" servicing after modification sets are available.

12. Part "B" of this modification is to be incorporated in all applicable Vampire aircraft as soon as practicable, but not later than the next "D" servicing after modification sets are available.

PART "A"

Responsibility for Incorporation

13. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

14. De Havilland (Aust) Mod No V352 Part "A".

Orders and Instructions Superseded or Cancelled

15. This modification cancels Vampire STI/60.

Special Tools, Jigs, etc

16. Not applicable.

Drawings

17. Drawing A13930 Sheets 1 and 2.

Modification Parts List

18. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	Qty	Stores Class
1		S15-1383ND	Pipe	1	
2		S15-1385ND	Pipe	1	
3		S15-1387ND	Pipe	1	
4		S15-1389ND	Pipe	1	
5		S15-1391ND	Hose (made from T32C/472 or T32C/679)	1	
6		S15-1393ND	Pipe	1	
7		S15-1395A	Adaptor, Bulkhead	1	
8		S15-1401A	Static Vent - Port	1	
9		S15-1402A	Static Vent - Stbd	1	
10		S15-1407	Spacer	2	
11		A14/JB/DHS 514/D	Locknut, Brass, Hex, Plain $\frac{3}{8}$" BSF	2	
12	H28/12528	A25/1B	Bolt, HTS Hex Hd 4BA x 5" long	5	
13	H28/12512	A25/1C	Bolt, HTS, Hex Hd 2BA x 5" long	2	
14		AGS 606D	Clip Hose	2	
14A	H28/12513	A25/2C	Bolt, HTS Hex Hd 2BA x .65" long	1	
15	H28C/5104	AGS 838/1	Union, Al Al Low Pressure, $\frac{1}{2}$" BSP	1	
16	H28C/5105	AGS 838/2	Tee, Al Al, Low Pressure, $\frac{1}{2}$" BSP	2	
17	H28/5107	AGS 838/3	Elbow, 90°, Al Al, Low Pressure $\frac{1}{2}$" BSP	2	
18	H28/5108	AGS 838/4	Nut, Coupling, Al Al, $\frac{1}{2}$" BSP	12	
19	H28B/13603	AGS 838/8	Ring, Sealing, Rubber .31" ID	14	
20	H28/5723	AGS 904 BB	Nut, Coupling, Sleeve Al Al, 5/16" dia	1	

(Issued with A/L 239 - February 1962)

Item No	Ident No	Part No	Nomenclature	Qty	Stores Class
21		AGS 1143BB	Plug, cone	1	
22		AGS 1159BB	Cap, blanking	1	
23	H28/27024	AGS 2001 B/1	Nut, MS, Hex Nylex insert 4BA	5	
24	H28/27025	AGS 2001 C/1	Nut, MS, Hex Nylex insert 2BA	3	
25	H28/14067	AS 3181/5B	Clip, Al Al, Type P, 4BA x 5/16" dia	2	
26	H28/14079	AS 3181/5C	Clip, Al Al, Type P, 2BA x 5/16" dia	5	
27	H28B/12431	SP 9/C6	Pin, split 1/16" dia x $\frac{3}{4}$" long	1	
28	H28C/12305	SP 13/B	Washer, MS, Plain thin, .157" ID	3	
29	G6A/2679		Plug, Protector Mk 2	2	
30	11/9715		Wire, locking 22 SWG DTD 189	A/R	
31	I32A/94		Cord, Stringing, Spec 4F35	A/R	
32	K3/353		Compound, Jointing Spec DTD 369A	A/R	
33	K3/386		Bostik 1751	A/R	
34	K3/387		Bostik 1790	A/R	
35	K4/152		Bees Wax	A/R	
35A	K3/374		Paint, Acid Resisting, White	A/R	
35B	K3/375		Thinner, for K3/374 only	A/R	
35C	K3/321		Paint, Cellulose, Black Spec K18	A/R	

Supply

19. Modification sets are to be obtained as follows:-

(a) Items 1-29 Demand on Modification Centre, De Havilland Aircraft Pty Ltd Bankstown for Vampire Modification No 352 Part "A".

(Issued with A/L 239 - February 1962)

(b) Items 30-35C Draw from unit stores.

Method and Sequence of Incorporation

20. Armament fitter is responsible for sub-paras (a), (b) & (s). Airframe fitter is responsible for sub-paras (b) to (r) inclusive. Instrument fitter is responsible for sub-para (t).

(a) Disarm the ejection seats, in accordance with current authorised procedure.

(b) Remove the ejection seats and the port forward false floor panel (F15-687A/1 ref).

(c) Referring to Sheet 1 of the drawing, mark out and drill the 5/16" diameter hole through bulkhead 1, then drill the 3 No 26 holes to match the bulkhead adaptor, (item 7).

(d) Apply an even brush coat of Bostik 1751, (item 33), to mating surfaces of the bulkhead adaptor (item 7) and the bulkhead. Allow 15 minutes drying time. Apply an even coat of Bostik 1790, (item 34) to the adaptor only. Apply Bostik 1751 to the mating faces of the bolts, nuts and washers, (items 12, 23, 28 - 3 off each). Assemble the adaptor nuts and bolts to the bulkhead within 10 minutes of treating the nuts and bolts and within 1 hour of applying the Bostik 1790.

(e) Referring to Sheet 1 of the drawing, remove the straight union forward of the static (port) drain trap on the cockpit floor and retain for assembly in the nose. Discard the rubber bushes.

(f) Cut $\frac{3}{8}$" off the existing static pipe (S15-201 AND ref) and assemble the pipe, (item 4) in position on the cockpit floor using items 16 (1 off), 17 (1 off), 18 (3 off), 19 (5 off) and 26 (1 off).

(g) Open the nose cap and carry out operations (h) and (j) on both the port and stbd side of the nose cap.

(h) Referring to Sheet 2 of the drawing, drill one $\frac{1}{8}$" dia pilot hole in the skin and one $\frac{1}{8}$" dia pilot hole from the inside through the frame. Open out and join these two holes through the stringer, with drills gradually increasing in size up to $\frac{3}{8}$" dia. Offer up the appropriate static vent, (items 8 or 9) in the position indicated on the drawing. (Open out the inside hole through the frame, if necessary). Using the static

vent tube as centre, cut out an elliptical hole in the inside face of the frame and stringer as per drawing (to enable the use of a tube spanner).

(j) Assemble the static vent, (items 8 or 9) to the nose cap with items 10, 11 (one of each). Using jointing compound, (item 32) between mating faces, wire lock the nut using item 30.

Note: The static vent plate is to be fitted as flush as possible to the surface of the nose cap and is to be polished to produce a smooth unpitted surface.

(k) Refer to Sheet 1 of 3 of the drawing and install the pipe run in the nose cap using items 1, 2, 3, 12 (2 off), 13, 15, (plus 1 off item 15 retained from operation (e)), 16 (1 off), 18 (7 off), 19 (7 off), 23 (2 off), 24, 25, 26 (3 off) 14A.

(l) Finish all piping and clips in the white area under the nose cap with acid resistant paint, (items 35A and 35B). Stencil "DO NOT PAINT" in ½" letters above each static vent. Re-part number the nose cap from 15FS3 to 15FS3/41.

(m) Install the pipe run on the forward face of bulkhead 1 using items 6, 17 (1 off), 18 (2 off), 19 (2 off), 26 (1 off). Lash to existing pipes using items 31 and 35.

(n) Connect the pipe runs installed in paras (k) and (m) using hose (item 5), with clips (item 14). The hose is to be fitted so that it bends in the upward direction when closing the nose cap (ie, it does not form a water trap).

(o) Open the port Upper Engine Inspection Door.

(p) Blank off the static line (13S-805 AND ref) on the port, upper, aft face of Bulkhead 4 by disconnecting it from the banjo, and fitting item 21. Blank off the banjo using items 20, 22 and 27. Wirelock using item 30.

(q) Test in accordance with AAP 750.00 Vol 2, Part 1, Instrument Instruction No 1.21/1.

(r) Close the nose cap and Engine Inspection Door. Replace the false floor and ejection seats. Fit the protector plugs, (item 29).

(s) Re-arm the ejection seats in accordance with current authorised procedure.

(t) Reset the lubber line on the machmeter from .78 to .76 in accordance with procedure shown in AAP 721:79/33 Vol 1, Sect 5, Chap 2, and reset the Mach setting on the ASI from .78 to .76 by means of the adjusting screw provided at the rear of the case.

Items Removed

21. Not applicable.

Action on Items Removed

22. Not applicable.

Action on Stock Holdings of Removed Items

23. Not applicable.

Modification of Spares

24. The following spare is affected and is to be modified at the direction of Headquarters Support Command:-

Ident No	Part No	Nomenclature	Remarks
A79-502170	15FS-3	Cap, Nose	Rework to para 20(h) to (l) inclusive. Re-identify as Part No 15FS3/41 and Ident No A79/504508

25. A partial modification set will comprise:

Item 1, item 2, item 3, item 8, item 9, item 10, item 11, item 12 - 2 off, item 13 - 2 off, item 15 - 2 off, item 16 - 1 off, item 18 - 7 off, item 19 - 7 off, item 23 - 2 off, item 24, item 25, item 26 - 3 off. Set to be obtained by demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown, for Spares/Mod V352/A79-502170.

26. Unit maintenance spares holdings of the above are to be returned to stores depot.

(Issued with A/L 239 - February 1962)

27. Support Command is responsible that stores depot stock holdings of the above items are modified.

Additional Information

28. Not applicable.

Tests

29. See para 20 (q).

Recording

30. Record incorporation of the modification as follows:-

(a) In Airframe Log Book.

(b) By altering Part No of Nose Cap (see para 20(l)).

(c) On Form E/E78 (Modification Progress Chart).

31. Modification Incorporation Certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

32. The effect of this modification on the weight and balance of the aircraft is negligible.

PART "B"

Responsibility for Incorporation

33. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

34. De Havilland (Aust) Modification V352 Part "B".

Orders and Instructions Superseded or Cancelled

35. The following instruction is superseded on incorporation of this modification:- RAAF Special Technical Instruction Vampire/43.

(Issued with A/L 239 - February 1962)

Special Tools, Jigs, etc

36. Not applicable.

Drawings

37. Drawing A13782 is attached.

Modification Parts List

38. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No off per Set	Stores Class
36		S15-1411AND	Drain Block Assy Pitot	1	
37			Pipe 5/16" o/d x 22 SWG x 1 ft long spec L56 or DTD 310	1	
38	H28/5108	AGS 838/4	Nut coupling Al Al, ½" BSP	1	
39	H28B/13603	AGS 838/8	Rings, Sealing, Rubber .31 i/d	2	
40	A79/502012	Q003655	Plug	1	
41	A79/500978	Q00111	Gasket	1	
42	H28/8305	A25/11B	Bolt HTS Hex Hd 1.5" long	2	
43	H28/27032	AGS2002B/1	Nut Nyloc Insert 4BA	2	
44	H28C/12305	SP 13/B	Washer MS Plain .123" i/d	1	
45		DHS180/Mk 2X	Tag	1	
46	H128F/64452	AS2230/404	Rivet Al Al Csk Hd 120° 1/8" dia x 25" long	8	
47	K3/321		Paint cellulose, black Spec K18	A/R	
48	K3/360		Paint Yellow Spec DTD 772A	A/R	

Supply

39. Modification sets are to be obtained as follows:-

(a) Items 36 to 46 Demand on Modification Centre De Havilland Aircraft Pty Ltd Bankstown, for Vampire Modification No 352, Part "B".

(b) Items 47 & 48 Draw from unit store.

Method and Sequence of Incorporation

40. The airframe fitter is responsible for the complete installation.

(a) Remove the Port Tail Boom Rear End Fairing.

(b) Remove the pitot pressure drain trap introduced by RAAF STI Vampire/43 and discard. Retain the drain trap coupling nut for subsequent reassembly.

(c) Remove the mod plate located on the outboard side of the port boom and rivet it in position on the inboard side of the port boom, opposite its original location.

(d) Plug the four redundant holes with rivets, (item 46).

(e) Locate the Drain Block Assy, item 36 in position as per drawing, and mark off the position of the 3 holes in the boom.

(f) Drill 2 holes No 26 and 1 hole 25/64" dia.

(g) Using the pipe supplied, (item 37) manufacture S15-1343ND by bending the pipe to suit, cutting to length and deburring.

Note: If this pipe is too short to bend and fit because the "T" piece is located at a greater dimension than the 1½" quoted on the STI the existing installation will have to be reworked to the STI by cutting the pipe marked "C" on the drawing and replacing the pipe marked "D".

(h) Part No and identify the pipes using item 48. All pitot pressure pipes are to be identified with one board and one narrow yellow band.

(j) Repart number the pitot pressure pipe marked "C" as S15-1373ND.
Repart number the pitot pressure pipe marked "D" as S15-1377ND.

(Issued with A/L 239 - February 1962)

(k) Assemble the new pipe referred to in operation (g) and the drain block assy, (item 36), to the aircraft using items 38, 39, 42, 43, 44 and 45, together with the coupling nut retained in operation (b).

(l) Assemble the plug, item 40, to the Drain Block Assy with gaskets, item 41 and wire lock. Stencil "Pitot Drain" above the plug using item 47.

(m) Test Pitot pressure pipe in accordance with AAP 750.00 Vol 2, Part 1, Instrument Instruction No 1.21/1.

(n) Replace the Tail Boom Rear End Fairing.

Items Removed

41. Not applicable.

Action on Items Removed

42. Not applicable.

Action on Stock Holdings of Removed Items

43. Not applicable.

Modification of Spares

44. The following spare is affected and is to be modified at the direction of Headquarters Support Command:-

Ident No	Part No	Nomenclature	Remarks
A79-504062	TB15-23 A/3	Boom and Fin (Port) complete with controls, pitot tubing and electrical services	Rework to para 40(a) to (n) inclusive and re-identify as Part No TB15-23 A/4 Ident No A79-504487.

45. A complete Part "B" modification set will be required to modify the above spares.

46. Unit Maintenance spares holdings of the above items are to be returned to stores depot.

47. Support Command is responsible that stores depot stock holdings of the above item are modified.

(Issued with A/L 239 - February 1962)

Additional Information

48. Aircraft A79-614 was modified as a Trial Installation to Issue 1 of this modification. It includes facilities to drain both pressure and static lines and is to be reworked as follows:-

(a) Ensure the pitot pressure pipe S15-1343 ND is connected to the forward fitting at the drain block S15-1339 AND.

(b) Remove the aft plug Q003655 only and retain Gasket Q00111. Fit the following items in its place:

Item No	Ident No	Part No	Nomenclature	Qty
49	H28/12513	A25/2C	Bolt Hex Hd HTS .60" long	1
50	H28C/12252	SP/13C	Washer MS .202" i/d	2
51	A79/503947	P98300	Tag locking wire	1

Note: Items 49 to 51: Draw from unit stores. Record as para 50.

Tests

49. See para 40 (m).

Recording

50. Record incorporation of this modification as follows:-

(a) In Airframe Log Book.

(b) On the Tail Boom Modification Plate.

(c) On Form E/E 78 (Modification Progress Chart).

51. Modification incorporation certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

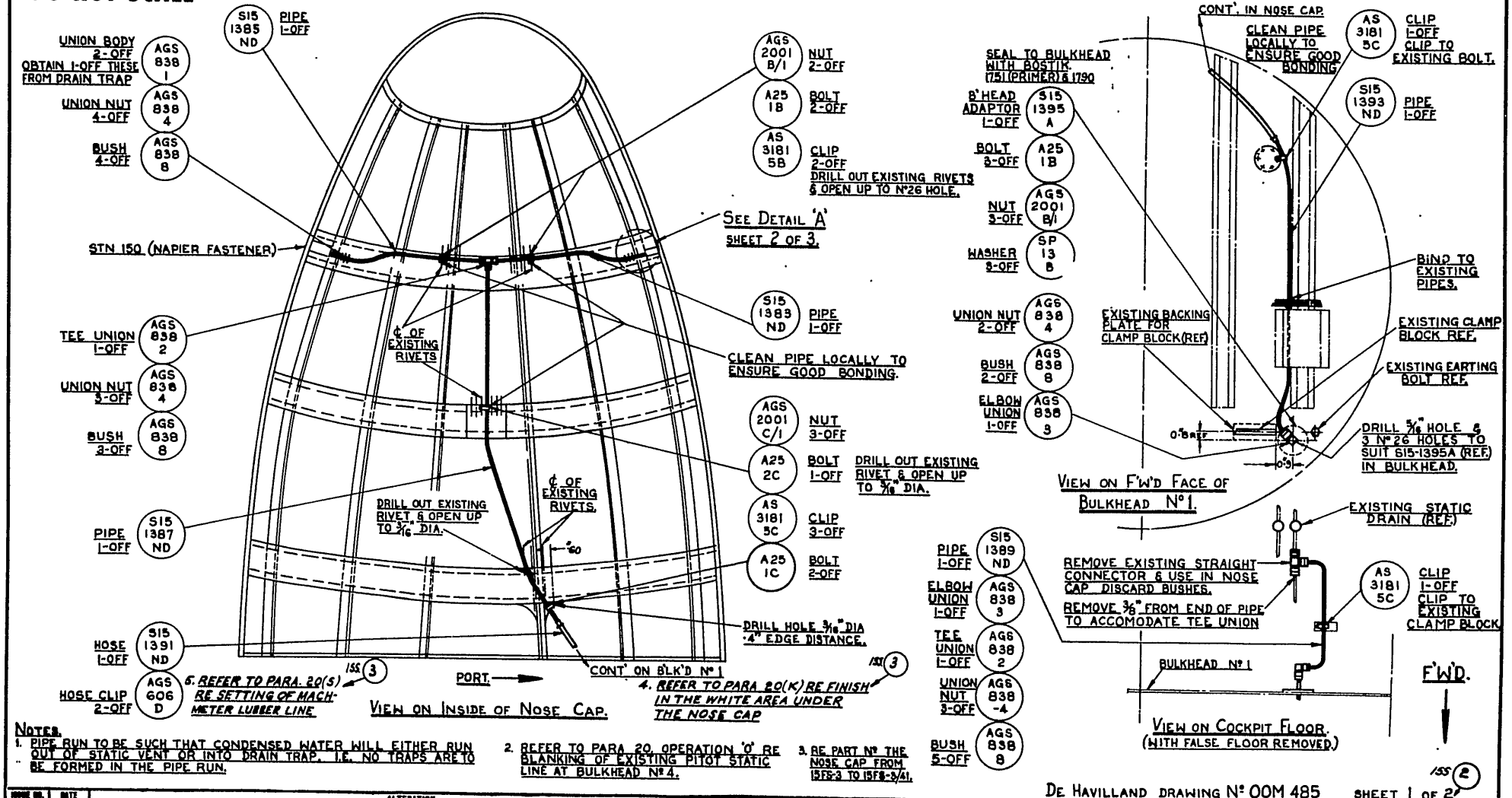
52. The effect of this part of the modification on the weight and balance of the aircraft is negligible.

References : Files, HQSC, 2604/79/65, 2501/110/2949

Attachments : Drawing Nos A13782 and A13930 Sheets 1 and 2

Date of Issue : 16th February, 1962. (Issued with A/L 239 - February 1962)

DO NOT SCALE



NOTES.

1. PIPE RUN TO BE SUCH THAT CONDENSED WATER WILL EITHER RUN OUT OF STATIC VENT OR INTO DRAIN TRAP. I.E. NO TRAPS ARE TO BE FORMED IN THE PIPE RUN.
2. REFER TO PARA 20. OPERATION 'O' RE BLANKING OF EXISTING PITOT STATIC LINE AT BULKHEAD N° 4.
3. RE PART N° THE NOSE CAP FROM 15F8-3 TO 15F8-3/41.

De HAVILLAND DRAWING N° 00M 485 SHEET 1 OF 2

ISSUE NO.	DATE	ALTERATION	B.I.L.	INITIALS	APPROVED
2	3-10-61	ORIGINALLY SHT 1 OF 3 SHEETS			
3	26-10-61	NOTES 4 & 5 ADDED			

REFERENCE

ISSUED BY: DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND

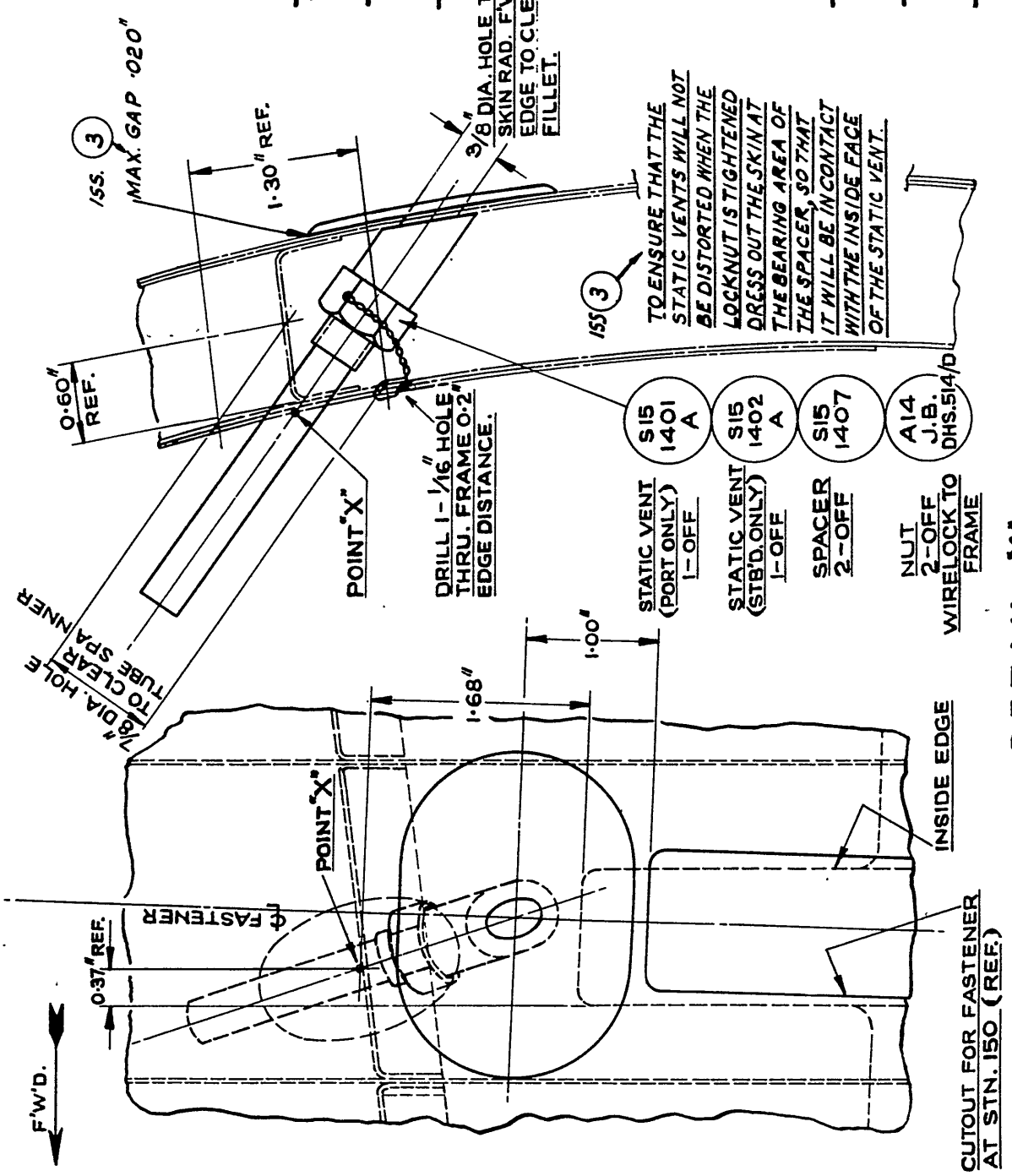
LIMITS UNLESS STATED		MATERIAL	
DECIMALS	± .010"	SPEC.	
FRACTIONS	± 1/16"	TREATMENT	
ANGLES	± ½°	FINISH	
SURFACE FINISH AUSTRALIAN STANDARD		SCALE	
		DRAWN	APPROVED
		TRACED	CHECKED

TITLE: INSTALLATION OF STATIC VENT SYSTEM

COMPONENT OF	
MACHINE	
ENGINE	
TECH. ORDER	VAMPIRE MOD. N° 552
DRAWING NO.	A 13930 SHT. 1
SIZE	B

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED
2	3-10-61	No OF SHEETS ALTERED FROM 3 TO 2			
3	25-10-61	NOTE ADDED & DIM.			

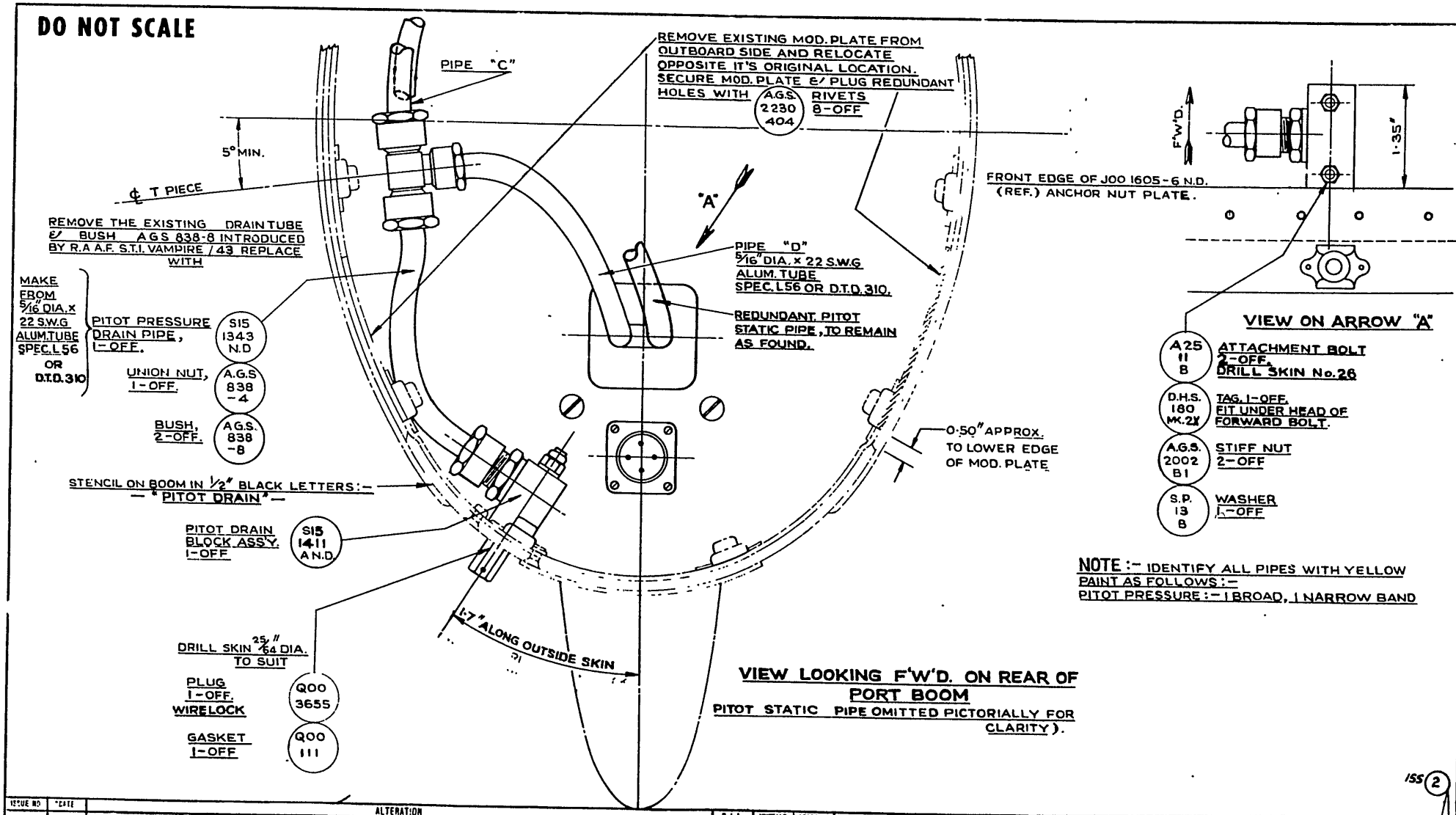


DE HAVILLAND DRAWING 00M 485 SHEET 2 OF 2 (2) SHEETS

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND	INSTALLATION OF STATIC VENT SYSTEM

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD. No 352
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.E.21		SCALE		DRAWING NO.	A 13930 SHT. 2
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

DO NOT SCALE



VIEW LOOKING F'W'D. ON REAR OF PORT BOOM

PITOT STATIC PIPE OMITTED PICTORIALLY FOR CLARITY).

NOTE:- IDENTIFY ALL PIPES WITH YELLOW PAINT AS FOLLOWS:-
PITOT PRESSURE:- 1 BROAD, 1 NARROW BAND

ISS 2

ISSUE NO.	DATE	ALTERATION	B.I.L.	INITIALS	APPROVED
2	9·10·61	VARIOUS ALTERATIONS & DRG. No. WAS A13930 SHT 3			

REFERENCE

LIMITS UNLESS STATED
DECIMALS ± .010"
FRACTIONS ± 1/64"
ANGLES ± 1°
SURFACE FINISH AUSTRALIAN STANDARD ENGINEERING PRACTICE N.S.E.

ISSUED BY
DEPARTMENT OF AIR
SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND

MATERIAL
SPEC.
TREATMENT
FINISH
SCALE
DRAWN
TRACED
APPROVED
CHECKED

TITLE
INSTALLATION OF PITOT DRAIN IN PORT BOOM

COMPONENT OF
MACHINE
ENGINE
TECH. ORDER VAMPIRE MOD. No. 502

DRAWING NO. A13782 DRWG. SIZE

AAP 721:79, VOLUME 2, PART 2 VAMPIRE MODIFICATION NO 353

Class: 2

HYDRAULIC RELIEF VALVE - INTRODUCTION

Introduction

1. This modification introduces a hydraulic pressure release valve which releases all hydraulic pressure in the aircraft (ie Brake and General Services).

At daily servicing it is necessary to exhaust the brake system pressure to check accumulator pressure, to save time this is accomplished by operating the foot motors or parking lever until all pressure is exhausted. This method as well as being cumbersome, causes unnecessary wear of knife edges on the Mk 3 control valve operating linkage.

Application

2. All Vampire Mk 35 and 35A aircraft (except A79/661 which was modified as a trial installation).

Man-Hours and Trade Musterings Involved

3. Approximately 10 man-hours are required to incorporate this modification.

The trade mustering responsible is airframe fitter.

When Modification is to be Incorporated

4. This modification is to be carried out on all applicable Vampire Mk 35 and 35A aircraft as soon as practicable but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. De Havilland (Aust) Modification V353.

Orders and Instructions Superseded or Cancelled

7. Not applicable.

(Issued with A/L 258 - January 1963)

Special Tools, Jigs, etc

8. Not applicable.

Drawings

9. Drawing A14025 is attached.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1		13S601AND	Valve Assy Pressure Release	1	
2		S151351AND	Pipe Assy	1	
3		S151355AND	Pipe Assy	1	
4		S151357AND	Pipe Assy	1	
5		S151359AND	Pipe Assy	1	
6		S151361AND	Pipe Assy	1	
7		S151349A	Bracket Assy	1	
8	H28C/10020	AGS1120/1	Tee, Al Al unequal	2	
9	H28/12515	A25/10C	Bolt Hex HTS, 2BA x 1.4" long	2	
10	H28/12511	A25/2B	Bolt Hex HTS, 4BA x .55" long	4	
11	H28C/12355	SP16/C	Washer, Al Al, Plain, .202" ID	2	
12	H28C/12305	SP13/B	Washer, MS Plain, .157" ID	4	
13	I1/9715		Wire, locking, 22 SWG, DTD 189	A/R	
14	I32A/94		Cord, Stringing Spec 4F.35	A/R	
15	9150-910-0572		OM15 Fluid, Hydraulic, DTD 585	A/R	C
16	K3/321		Paint, cellulose, Black Spec K18	A/R	C
17	K4/152		Beeswax	A/R	C

(Issued with A/L 258 - January 1963)

Supply

11. Modification sets are to be obtained as follows:-

Items 1 to 12 : Demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown, for Vampire Modification No 353.

Items 13 to 17 : Draw from unit stores.

Method and Sequence of Incorporation

12. (a) Open the nose cap and disconnect the aircraft batteries.

(b) Remove the gun bay doors and the port cannon nose fairing. Release the hydraulic pressure from the general services accumulator at the release valve, and release the brake pressure by operating the brakes.

(c) Locate the handbrake control box (CF15257A ref) in the nose and remove and discard the 4 top 4BA bolts and washers holding the front cover plate in position. Open out the 4 pilot holes in the bracket (item 7) with a No 26 drill to match these 4 holes.

(d) Bolt the bracket (item 7) to the handbrake control box using items 10 and 12. Repart No the control box from CF15-257A to CF15-257A/1.

(e) Bolt the Pressure Release Valve Assy (item 1) to the bracket using items 9 and 11.

(f) Remove and discard the upper clamp block (item 18).

(g) Disconnect the existing high pressure supply pipe S15-975AND from the hydraulic reducing valve AC12708 (Ref) and assemble two of the new pipes (items 4 and 5) complete with a tee union (item 8 - 1 off).

(h) Mark the high pressure supply pipe level with the lower cone on the tee union and remove the pipe from the aircraft. Cut off the pipe where marked, slip on the original end fittings, and bell the pipe.

(j) Clean the pipe internally and repart number it from S15-975AND to S15-1353AND. Reassemble it to the aircraft.

(k) Remove and discard the existing low pressure return pipe S15-973AND and replace it with 3 new pipe assemblies (item 2, 3 and 6) and a tee union (item 8 - 1 off).

(l) Wirelock all unions using item 13. Lash pipes where necessary using items 14 and 17.

(m) Stencil "Brake Press Release Valve" in ½" black letters on the port side of the fuselage aft of the lower corner of the nose cap (use item 16).

(n) Bleed and test the brakes in accordance with AAP 721:79/33 Vol 1, Section 3, Chapter 6. Raise the hydraulic system to operating pressure (2,400 - 2,500 psi) and visually check for leaks. Operate the new valve and check that both brake and general services accumulator pressures return to ground charging air pressures.

(o) Replace the Port nose fairing and gun bay doors, reconnect the battery, lower and lock the nose cap, in accordance with current authorised procedure.

Items Removed

13. The following items are removed on the incorporation of this modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
18	A79/504099	S15-1007A	Block, clamp assy floating	1	
19	-	S15-973	Pipe	1	

Action on Items Removed

14. The removed items listed above have no further application to this use and are to be actioned as follows:-

(a) Item 18, if serviceable, is to be returned to store to be used elsewhere on Vampire Trainer aircraft.

(b) Item 19 is to be discarded.

(Issued with A/L 258 - January 1963)

Action on Stock Holdings of Removed Items

15. Item 18 : Retain as current stock.

Modification of Spares

16. Not applicable.

Additional Information

17. Nil.

Tests

18. See para 12(n).

Recording

19. Record incorporation of this modification as follows:-

(a) In Airframe Log Book.

(b) On Form E/E 78 Modification Progress Chart.

(c) Modification Incorporation Certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4.

Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

References: Files, Headquarters Support Command, 2501/110/3039 and 2601/79/8

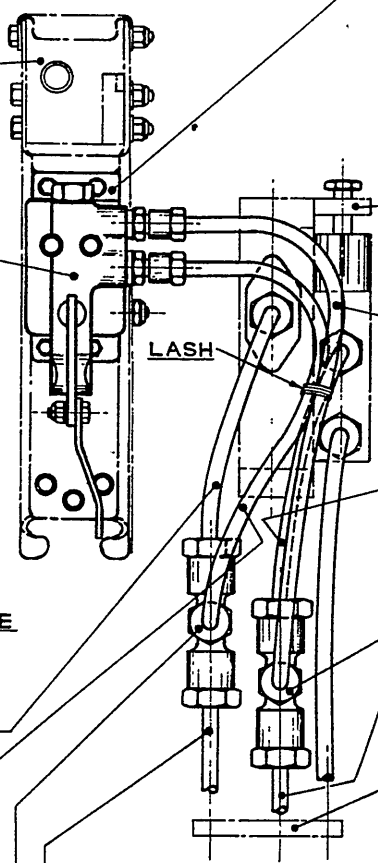
Attachment: Drawing A14025

Date of Issue: 2nd January 1963

(Issued with A/L 258 - January 1963)

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED
	21·8·61				



S15 1349 A — BRACKET ASS'Y. 1-OFF

A25 2B — BOLT 4-OFF

SP 13 B — WASHER 4-OFF

CF 15-257A (REF.) HANDBRAKE CONTROL BOX. REPART Nº TO CF15-257A/1.

AC 12708 (REF.) HYDRAULIC REDUCING VALVE

PRESSURE RELEASE VALVE ASS'Y. 1-OFF — 13S 601 A N.D.

BOLT 2-OFF — A25 10 C

WASHER 2-OFF — SP 16 C

LASH

S15 1359 A N.D. — PIPE ASS'Y. 1-OFF (TO UPPER CONNECTION OF VALVE)

S15 1357 A N.D. — PIPE ASS'Y. 1-OFF

AGS 1120 1 — TEE UNION 1-OFF

REMOVE EXISTING LOW PRESSURE RETURN PIPE S15-973 A N.D. (REF.) RE-PLACE WITH

PIPE ASS'Y. 1-OFF — S15 1355 A N.D

1-OFF PIPE ASS'Y. (TO LOWER CONNECTION ON VALVE) — S15 1361 A N.D.

TEE UNION 1-OFF — A.G.S. 1120 1

PIPE ASS'Y. 1-OFF — S15 1351 A N.D.

REWORK THE EXISTING HIGH PRESSURE SUPPLY PIPE S15-975A N.D. (REF.) TO PARA. 13 (h.) AND (J.) RE-PART NUMBER No. S15-1353A N.D.

REMOVE EXISTING CLAMP BLOCK S15-1007A (REF.) LASH PIPES WITH WAXED CORD WHERE NECESSARY.

VIEW ON PORT SIDE OF BULKHEAD No.1.

NOTE:—

1. ALL PIPE COUPLINGS TO BE WIRE LOCKED.
2. STENCIL:—"BRAKE PRESS. RELEASE VALVE." IN ½" BLACK LETTERS ON THE PORT SIDE OF FUSELAGE AFT. OF THE LOWER CORNER OF THE NOSE CAP.
3. CODE HYDRAULIC PIPES "ONE BROAD WHITE BAND" IN ACCORDANCE WITH A.A.P. 702.1, PT.6, SECT. 1, INSTRUCTION 2.

DE HAVILLAND DRAWING No. 00M483 SHEET 1 OF 1 SHEETS

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND	HYDRAULIC RELIEF VALVE INTRODUCTION

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMP MOD. 353
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.E.2)		SCALE		DRAWING NO.	A-14025
		DRAWN	APPROVED		ISSUE A SIZE
		TRACED	CHECKED		

Class 2

HYDRAULIC GENERAL SERVICES - INTRODUCTION OF PRESSURE FAILURE WARNING LIGHT

Introduction

1. (a) This modification provides a cockpit warning system, to give the pilot warning of General Services hydraulic pressure failure, and the subsequent need for cautious and economical use of brake supply pressure.

(b) The modification introduces a pressure switch in the General Services hydraulic pressure line, and a warning light at the trim indicator on the port cockpit rail.

Application

2. All Vampire Mk 35 and 35A aircraft (except A79-661 which was modified as a trial installation).

Man-Hours and Trade Musterings Involved

3. Approximately 63 man-hours are required to incorporate this modification. Trade musterings responsible are airframe, armament and electrical fitters.

Airframe fitter	:	19 man-hours (paras 12 (d) to (l), (x), (y), 18 (b))
Armament fitter	:	2 man-hours (paras 12 (a), (b), (z))
Electrical fitter	:	42 man-hours (paras 12 (c), (m) to (x), (aa), 18 (a))

When Modification is to be Incorporated

4. This modification is to be carried out on all applicable Vampire aircraft as soon as practicable but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

(Issued with A/L 266 - May 1963)

Equivalent Modifications

6. De Havilland (Aust) Modification V354 is an equivalent modification.

Orders and Instructions Superseded or Cancelled

7. Not applicable.

Special Tools, Jigs, etc

8. The following special tool is required:-

Ident No	Part No	Nomenclature
G5X/3186	CZ50125	Tool Crimping, No 3

Drawings

9. Drawings A14026 Sheets 1 and 2 are attached.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1		S15-1363AND	Pipe Assembly	1	
2		S15-1365AND	Pipe Assembly	1	
3		S15-1367AND	Pipe Assembly	1	
4	H28C/10782	AGS 1118/A	Tee Al Alloy $\frac{1}{8}$" BSP	1	
5	H28C/9735	AGS 1142/A	Nipple MS Olive 3/16"	1	
6	H28/12515	A25/10C	Bolt, HTS, Hex Hd 2 BA x 1.45" long	2	
7	H28/27025	AGS 2001C/1	Nut, HTS, Hex, Nyloc Insert 2 BA	2	
8		DHS 180 Mk 3X	Tab, Locking	1	
9	H28C/12252	SP 13/C	Washer, Plain, MS 18 SWG x 3/16" ID	2	
AL 290 10	5930-020-2804	DP 1800	Switch, Pressure (Dunlop)	1	
11		CE 15-415A	Bracket, Assembly	1	
12	H128F/61682	AGS 2050/419/BH	Rivet, Pop, Dome Hd, Monel, Break Hd $\frac{1}{8}$" dia	2	

(Issued with A/L 266 - May 1963)

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
13		N15-1331A	Cable Assembly	1	
14		N15-1347A	Cable Assembly	1	
15		N15-1349A	Cable Assembly	1	
16	G5E/30161(Z)		Cable, AA16, One Core	1 ft	
17	G5X/3149	Z27329	Thimble	4	
18	G5A/28722	AS 2605-2	Socket Assembly	1	
19	G5C/880	G6688	Fuse, Type "S", 5 amp	2	
20	G5A/107(Z) or Equivalent		Lamp Filament, MES Base	1	
21	G5C/500115	38 CPF	Lamp, Warning	1	
22	H28/14065	AS 3187/3B	Clip, Al Alloy, Type "P" 4 BA x 3/16" dia	1	
23	H28C/2650	AGS 253/37	Screw, MS, Wood, Rd Hd No 8 x ½" long	1	
24	5970-940-0444		Tape, Insulating, Adhesive, PVC Non Inflam ½" wide	AR	
25	I1/9715		Wire, Locking, 22 SWG, DTD 189	AR	
26	I32A/94		Cord, Stringing, Braided	AR	
27	K4/152		Beeswax	AR	C

Supply

11. Modification sets are to be obtained as follows:-

Items 1 to 23 : Demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown, for Vampire Modification No 354.

Items 24 to 27 : Draw from unit stores.

Method and Sequence of Operations

12. (a) Open the canopy and render both ejection seats safe.

(b) Disarm and remove both ejection seats from the cockpit.

(Issued with A/L 266 - May 1963)

(c) Open the nose cap of the aircraft and disconnect the aircraft batteries.

(d) Remove the cannon bay doors and both cannon link chutes.

(e) Release fluid pressure from both general services and brake accumulators in accordance with AAP 721:79/33 Vol 1 Sect 3 Chap 6.

(f) Drill 2 No 11 dia holes in the pneumatic panel Part No S15-705A as shown in Fig 2 of sheet 1 of the drawing.

(g) Fit pressure switch (item 10) and secure with bolts, nuts, washers and locking tab (items 6, 7, 8 and 9).

Repart number panel from S15-705A to S15-705A/1.

(h) Remove pipe assembly Part No S15-675 between general services accumulator and the accumulator pressure release valve.

(j) Temporarily assemble pipes S15-1363AND (item 1), S15-1365AND (item 2), S15-1367AND (item 3), tee piece (item 4) and nipple (item 5) as shown in Fig 1 of sheet 1 of the drawing, and offer it bodily to the accumulator, the pressure release valve and the pressure switch. Finally tighten all connections.

(k) Maintain the accumulator pressure release valve in the open position and raise the system hydraulic pressure using the hand pump. Loosen the union at the pressure switch and bleed the new pipe lines. Secure the union and wirelock all connections using item 25.

(l) Working on the port side of the cockpit, locate the trim indicator, and attach to it the bracket (item 11) with rivets (item 12) as shown in Fig 4 on sheet 2 of the drawing.

(m) Disconnect all cable looms at Junction Box 1 and remove the junction box from the aircraft.

(n) Refer to Fig 3 on sheet 2 of the drawing and modify Junction Box 1 as follows:-

(i) Obtain 1 ft length of cable (item 16) and connect between fuse No 23 and pin "U" on plug "C12".

(ii) Now obtain new cable assembly (item 14) and connect to pin "W" on plug "C12". Pass cable through grommet in forward end of box.

(iii) Fit fuses (item 19) at position No 23 and alter fuse legend on fuse box lid as shown on the drawing.

(iv) Repart number Junction Box 1 from N15-617A/3 to N15-617A/4 and re-install in the aircraft.

(o) Locate terminal block on starboard side of fuselage, forward of Junction Box 1, and fit socket assy (item 18) to existing spare position. Then connect to it the new wire, coded "HF1", from Junction Box 1.

(p) Remove the canopy jettison handle and lower the instrument panel.

(q) Connect cable coded "HF1" of cable assy N15-1331A (item 13) to the terminal block, referred to in para 12 (o), then route the cable assembly along the rear face of Bulkhead No 1 with the existing positive feeders, to the bracket referred to in para 12 (l). Secure with existing clips and lash as required.

(r) Connect the cable coded "E" to the centre earthing terminal on the port disconnect panel.

(s) Remove one half of the bracket referred to in para 12 (l) and assemble the warning lamp (item 21) complete with filament (item 20) to it. Now connect the cable assembly, referred to in para 12 (q) and (r), to the warning lamp, and refit the half bracket to the bracket on the trim indicator.

(t) Refit the instrument panel and canopy jettison handle. Lockwire handle using item 25.

(u) Working in the cannon bay, locate and disconnect loom "C12A" at Bulkhead No 2 and withdraw enough to gain access to the socket.

(Issued with A/L 266 - May 1963)

(v) Connect the socket of the new cable assembly N15-1349A (item 15) to the pressure switch referred to in para 12 (g), and route the cable assy along the rear face of Bulkhead No 2 to the socket of loom "C12A". Secure as shown in Fig 2 on sheet 1 of the drawing using items 22 and 23, and lash to existing cables as required.

(w) Rework loom "C12A" by connecting cable coded "HF1" to pin "W" and cable coded "HF+" to pin "U", using thimble (item 17) 2 off.

Repart number loom "C12A" from "N15-1193A" to "N15-1325A" and reconnect the socket of loom "C12A" to the plug on Bulkhead No 2.

(x) Carry out tests as called for in para 18.

(y) Refit cannon link chutes and cannon doors in accordance with current authorised procedure.

(z) Refit and rearm both ejection seats in accordance with current authorised procedure.

(aa) Connect aircraft batteries and close nose cap.

Items Removed

13. Not applicable.

Action on Items Removed

14. Not applicable.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. The following spare is affected and is to be modified at the direction of Headquarters Support Command:-

Ident No	Part No	Nomenclature	Remarks
A79/503923	S15-705A	Panel, Unit Assy	Rework to para 12 (f) and re-identify as Part No S15-705A/1 and Ident No A79/504500.

Note: No parts are required to modify the above spare.

Additional Information

17. The relevant details to be drawn to the attention of aircrew for familiarisation purposes.

Tests

18. (a) Carry out a complete functional check of all electrical circuits to ensure that correct reconnections have been made.

(b) (i) Check the function of the warning lamp by hydraulically charging the accumulator in accordance with current authorised procedure OR while maintaining the manually operated non return valve (situated on Bulkhead No 2 in the cannon bay, see AAP 721:79/33 Sect 3 Chap 6 Fig 10) in the open position, operate the emergency hand pump till the brake system pressure is approx 2000 lb sq in.

(ii) Operate the aircraft brakes until the warning light is ON. A pressure of 1,600 ± 75 lb/sq in must then be registered on the brake accumulator pressure gauge inside the nose cap.

Recording

19. Record this modification as follows:-

(a) In aircraft log book.

(b) On Form E/E 78 (Modification Progress Chart).

(c) Modification Incorporation Certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4.

(d) Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of an aircraft is negligible.

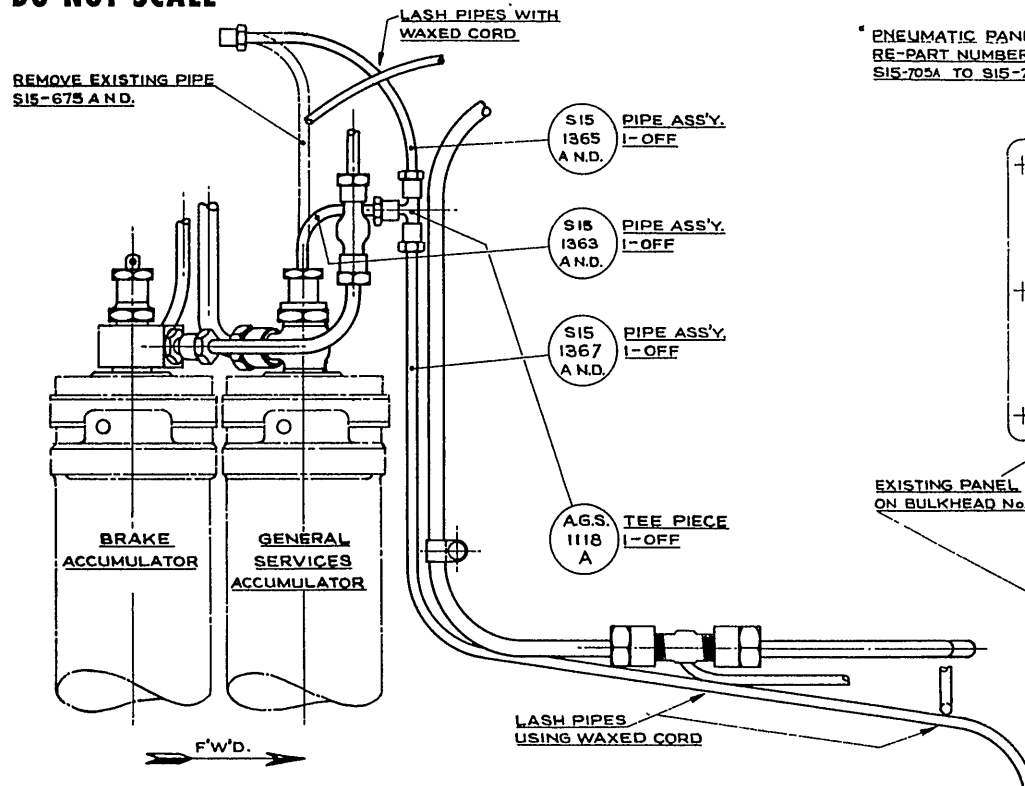
References : Files, Headquarters Support Command, 2501/110/3040 and 2601/79/69

Attachments : Drawing No A14026 Sheets 1 and 2

Date of Issue : 21st May 1963

(Issued with A/L 266 - May 1963)

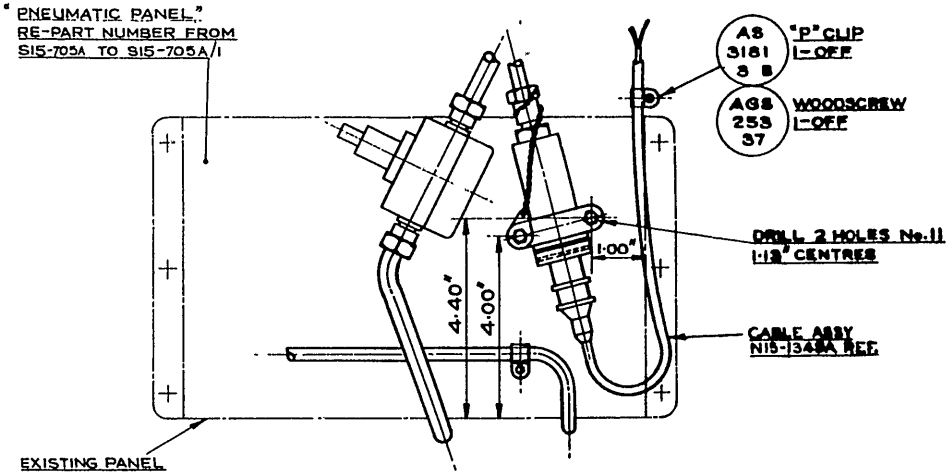
DO NOT SCALE



PLAN VIEW OF HYDRAULIC EQUIPMENT — GUN BAY

FIG. 1.

(COCKPIT FLOOR REMOVED FOR CLARITY)



VIEW ON AFT. FACE — PNEUMATIC PANEL

FIG. 2.

"DUNLOP" PRESSURE SWITCH 1-OFF	DP 1800	SP 13C	WASHER 2-OFF FIT UNDER BOLT HEAD
2BA BOLT 2-OFF	A25 10 C	AGS 1142 A	NIPPLE 1-OFF
2BA STIFFNUT 2-OFF	AGS 2001 C1	DHS 180 MK3X	LOCKING TAG 1-OFF

DE HAVILLAND DRAWING No. 00M484 SHEET 1 OF 2 SHEETS

ISSUE NO.	DATE	ALTERATION	D.T.L.	INITIALS	APPROVED
1	21-9-61				

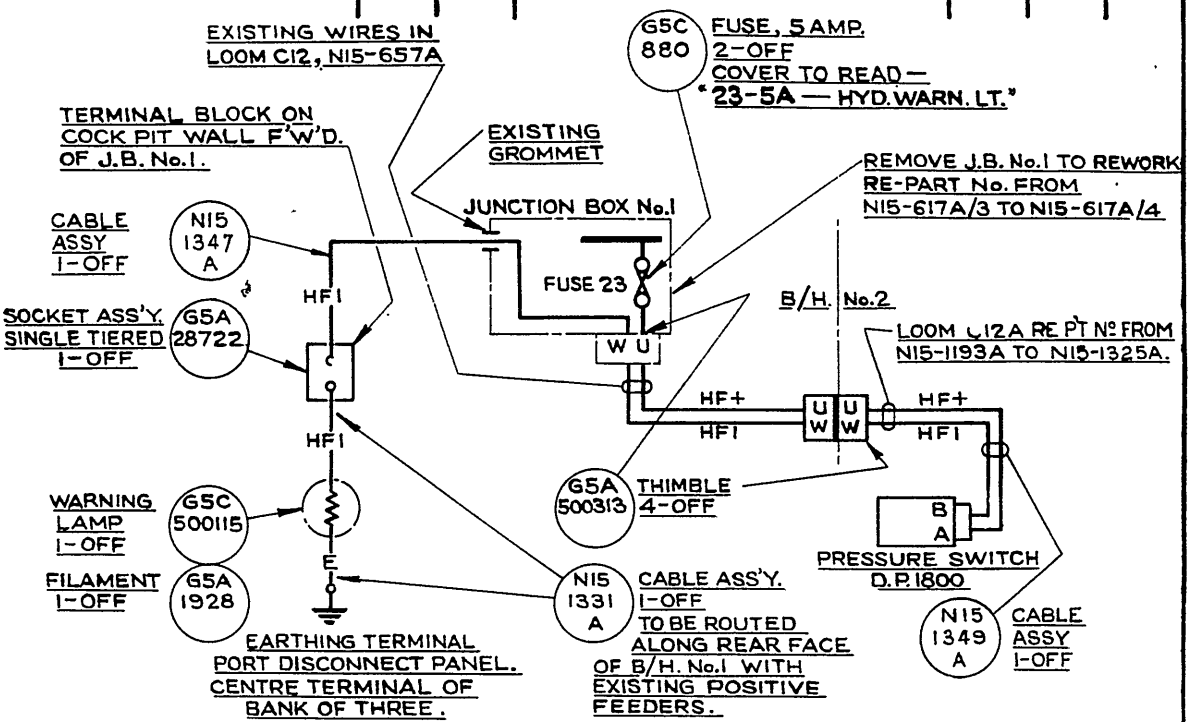
REFERENCE	ISSUED BY: DEPARTMENT OF AIR, SENIOR TECHNICAL STAFF OFFICER, SUPPORT COMMAND
LIMITS UNLESS STATED	MATERIAL
DECIMALS ± .010"	SPEC.
FRACTIONS ± 1/32"	TREATMENT
ANGLES ± ½°	FINISH
SURFACE FINISH AUSTRALIAN STANDARD	SCALE
	DRAWN / APPROVED

TITLE: COCKPIT INDICATION OF HYDRAULIC GENERAL SERVICES FAILURE

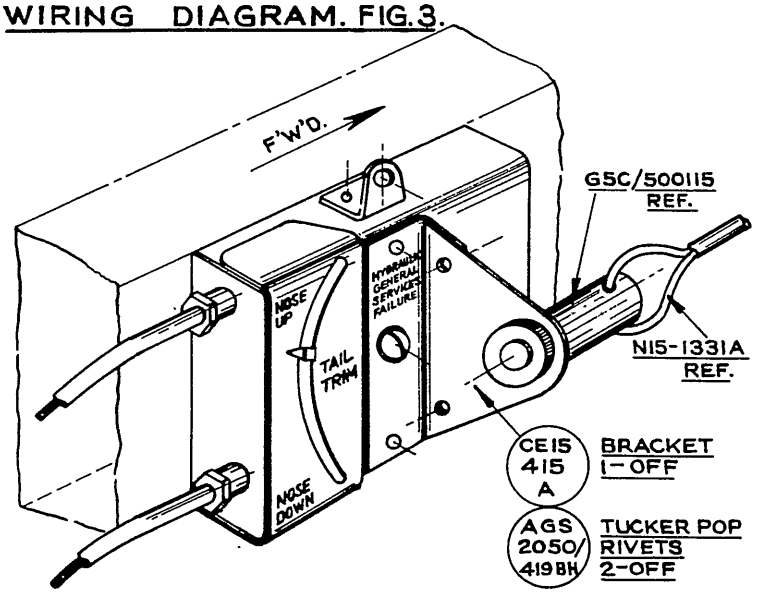
COMPONENT OF	
MACHINE	
ENGINE	
TECH. ORDER	VAMPIRE MOD. 354
DRAWING NO.	A-14026 SHT. 1
DWG. SIZE	B

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. of L.	INITIALS	APPROVED
	21 8-61				



WIRING DIAGRAM. FIG.3.



VIEW ON TRIM INDICATOR. FIG.4.

DE HAVILLAND DRAWING No.00M484 SHEET 2 OF 2 SHEETS

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND	COCKPIT INDICATION OF HYDRAULIC GENERAL SERVICES FAILURE

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	
FRACTIONS	± 1/64"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD.354
SURFACE FINISH AUSTRALIAN STANDARD GEN. ENGR. PRACTICE A.S.E.M.		SCALE		DRAWING NO.	A-14026 SHT.2
		DRAWN	APPROVED		DWG. A SIZE
		TRACED	CHECKED		

AAP 721:79, VOLUME 2, PART 2 VAMPIRE MODIFICATION NO 355

Class 2

AILERON SPROCKET CHAIN GUARD - TO PROVIDE POSITIVE LOCATION ON THE CONTROL COLUMN

Introduction

1. Cases have been reported wherein fouling has occured between the Aileron Sprocket chain guide and the chain guard cover introduced by Vampire Mod No 257.

This modification positively locates the chain guard on the control column and shortens the length of the chain guide bolt.

Aircraft which where previously modified to Vampire Mod No 257 have subsequently been demodified by RAAF Special Technical Instruction Vampire/46, pending availability of this modification.

This modification is to be incorporated concurrently with Vampire Mod No 257, and this instruction contains all the information necessary for incorporating both modifications.

Application

2. Vampire Mk 35 - All aircraft except A79-634 which was modified whilst undergoing repair.

Vampire Mk 35A - All aircraft.

Man-Hours and Trade Musterings Involved

3. Approximately 24 man-hours are required to incorporate this modification and Vampire Mod No 257 concurrently.

Airframe Fitter - 23 man-hours

Armament Fitter - 1 man-hour.

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable Vampire aircraft as soon as practicable but not later than the next "D" servicing.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

(Issued with A/L 230 - October 1961)

Equivalent Modifications

6. De Havilland (Aust) Modification No V 355.

Orders and Instructions Superseded or Cancelled

7. The following instruction is superseded on incorporation of this modification:-

RAAF Special Technical Instruction Vampire/46.

Special Tools, Jigs, etc

8. Not applicable.

Drawings

9. Drawing A13799 is attached herewith.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	Qty	Stores Class
1	A79/504211	12/2CF253	Washer, special	8	C
2	A79/504208	15CF499A	Guard Assy Chain, front cover	2	C
3	A79/504346	CF15/559A	Guard Assy Chain, half back LH	2	C
4	A79/504347	CF15/560A	Guard Assy Chain, half back RH	2	C
5	H28/7921	A25/15B	Bolt, HTS Hex Rd 4 BA x 1.90" long	4	
6	H28/12538	A25/15C	Bolt, HTS Hex Hd 2 BA x 1.95" long	4	
7	H28/27024	AGS 2001B/1	Nut, MS, Self locking, Nyloc 4 BA	4	
8	H28/27025	AGS 2001C/1	Nut, MS, Self locking, Nyloc 2 BA	4	
9	H28C/12296	SP 15/C	Washer, Al Alloy 2 BA	4	

Item No	Ident No	Part No	Nomenclature	Qty	Stores Class
10		CF15/605ND	Block, Packing, LFS	2	
11	H28/8322	AS1242/IE	Bolt, HTS Csk Hd, 90°, $\frac{1}{4}$" dia x 55" long	2	
12	H28C/2862	A32/C16	Screw, LTS, Round Head 2 BA x .5" long	2	
13	H28/27026	AGS2001E/1	Nut, MS Self locking, Nyloc $\frac{1}{4}$" BSF	2	
14	H28C/12253	SP13/E	Washer, MS, $\frac{1}{4}$ id	4	
15	H28C/11069	AGS2035C	Washer, shakeproof, 2 BA	2	
16	H128F/62149	AS163/307	Rivet AL, 120° Csk Hd, 3/32" dia x 7/16" long	4	

Supply

11. Modification sets are to be obtained as follows:-

Items 1 - 9 Demand on Modification Centre, De-Havilland Aircraft Pty Ltd, Bankstown for Vampire Modification No 257.

or

Obtain from unit stores, retained from aircraft that that have been demodified in accordance with RAAF Special Technical Instruction Vampire/46.

Note: The following redundant items will be found in the above modification set:-

Item	Ident No	Part No	Nomenclature	Qty	Stores Class
17	H28/8324	AS1242/3E	Bolt HTS, Csk Hd 90°	2	
18	H28/27034	AGS2002E/1	Nut, MS, Thin, Nyloc Insert $\frac{1}{4}$" BSF	2	

Items 10 - 16 Demand on Modification Centre, De Havilland Aircraft Pty Ltd, for Vampire Modification No 355.

(Issued with A/L 230 - October 1961)

Method and Sequence of Incorporation

12. (a) Open canopy and disarm both ejection seats in accordance with current authorised procedure.

(b) Remove both ejection seats from the cockpit.

(c) Remove the protective gaiters and the false floor panelling from the base of the control columns, retaining the gaiters, panelling and their attaching items for subsequent re-assembly.

The following operations (d), (e), (f), (g), (h), (j) and (l) are applicable to both first and second pilot's control column.

(d) Locate and remove the chain guide at the base of the control column, consisting of a csk head bolt, spigot and nut. Replace with item 11, 1 off, item 13-1 off and item 14, 2 off. Repart number the stop plate assembly from 15CF-189A or 15CF-189A/1 to CF15-607A.

(e) Referring to the drawing A13799 locate at the base of the control column the lug on the pivot casting which houses the existing chain guard assembly. Drill two holes through the lug using a No 27 (0.144" dia) drill, each hole being 1.85" from the centre line of the pivot casting and on the centre line of the lug. Deburr both the holes after drilling.

(f) Offer up to the control column the new chain guard front cover assembly, item 2, and position over the exposed chain and sprocket at the base of the control column. Then offer up the two new half back assemblies, items 3 and 4, position between the column and the sprocket and drill each assy to suit the holes previously drilled in the pivot casting lug using the No 27 drill.

(g) Locate the position of hole A on item 2 by transferring dimensions "B" and "C" from the pivot casting (for spares only mark off dimension "D" equal to 1.6").

(h) Position the packing block (item 10) centrally over this position and secure with rivets (item 16). Dress the chain guard front cover assy where necessary, drill the hole "A" No 11 and repart number the assembly CF15-603A.

(j) Tap the hole "A" in the pivot casting 2 BA x 25" max depth (Tapping Drill No 24).

(k) Now secure the chain guard front and half back assemblies to the pivot casting lug using two new 4 BA bolts and nuts items 5 and 7 with four new washers item 1. Secure the front guard to the pivot casting using a new 2 BA screw and shakeproof washer items 12 and 15. Secure the chain guard assys together at the base using two new 2 BA bolts, nuts and washers, items 6, 8 and 9.

(l) Clean the cockpit floor of all foreign matter and refit the false floor panelling using the retained attaching items. Where necessary trim or dress the edges of the panelling around the columns, to give a minimum clearance of 0.05" between the panelling and the control columns. Refit the protective gaiters

(m) Check the ailerons and elevator for full and free range of movement in accordance with the current authorised procedure.

(n) Refit the first and second pilots ejection seat.

(o) Re-arm both ejection seats in accordance with current authorised procedure and close canopy.

Items Removed

13. The following item is removed on incorporation of this modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
19	A79/503946	K98411	Spigot	2	C

Action on Items Removed

14. The removed item listed above has no further application to this use and is to be actioned as follows:-

Item 19 To be discarded.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. The following spares are affected and are to be modified at the direction of Headquarters Support Command.

	Ident No	Part No	Nomenclature	Remarks
(a)	A79/502836	15CF/189A	Plate, Stop	Rework to para 15 (d) and re-identify as Part No CF15-607A and Ident No A79/504481.
(b)	A79/504407	15CF/189A/1	Plate, Stop	
(c)	A79/502285	15CF9A	Shaft, Torque LH	Rework to para 15 (d), (e) and (j) and reidentify as part No 15CF9A/2 and Ident No A79/504482.
(d)	A79/504408	15CF9A/1	Shaft, Torque LH	
(e)	A79/502286	15CF10A	Shaft, Torque RH	Rework to para 15 (d), (e) and (j) and re-identify as Part No 15CF10A/2 and Ident No A79/504483.
(f)	A79/504409	15CF10A/1	Shaft, Torqu RH	
(g)	A79/504208	15CF499A	Guard Assy, Chain front cover	Rework to para 15 (g) to (h) and re-identify as Part No CF15-603A and Ident No A79/504484.

A Partial Modification Set will comprise:

(a) For Spares (a), (b), (c), (d), (e) and (f). Item 11 1-off, item 13 1-off, and item 14 2-off. Set to be drawn from unit stores.

(b) For Spare (g). Item 10 1-off and item 16 2-off. Set to be obtained by demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown for Spares Mod V355/A79-504208.

(Issued with A/L 230 - October 1961)

Additional Information

17. Not applicable.

Tests

18. Not applicable.

Recordings

19. Record incorporation of the Modification as follows:-

(a) In Airframe Log Book.

(b) On Form E/E 78.

(c) Modification Incorporation Certificates are to be completed and forwarded in accordance with RMGI1/3/4.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

References : Files, HQ Support Command, 2501/110/2780 and East Sale Defect Report S/No 145/60. 1 AFTS Defect Report S/No 151/60.

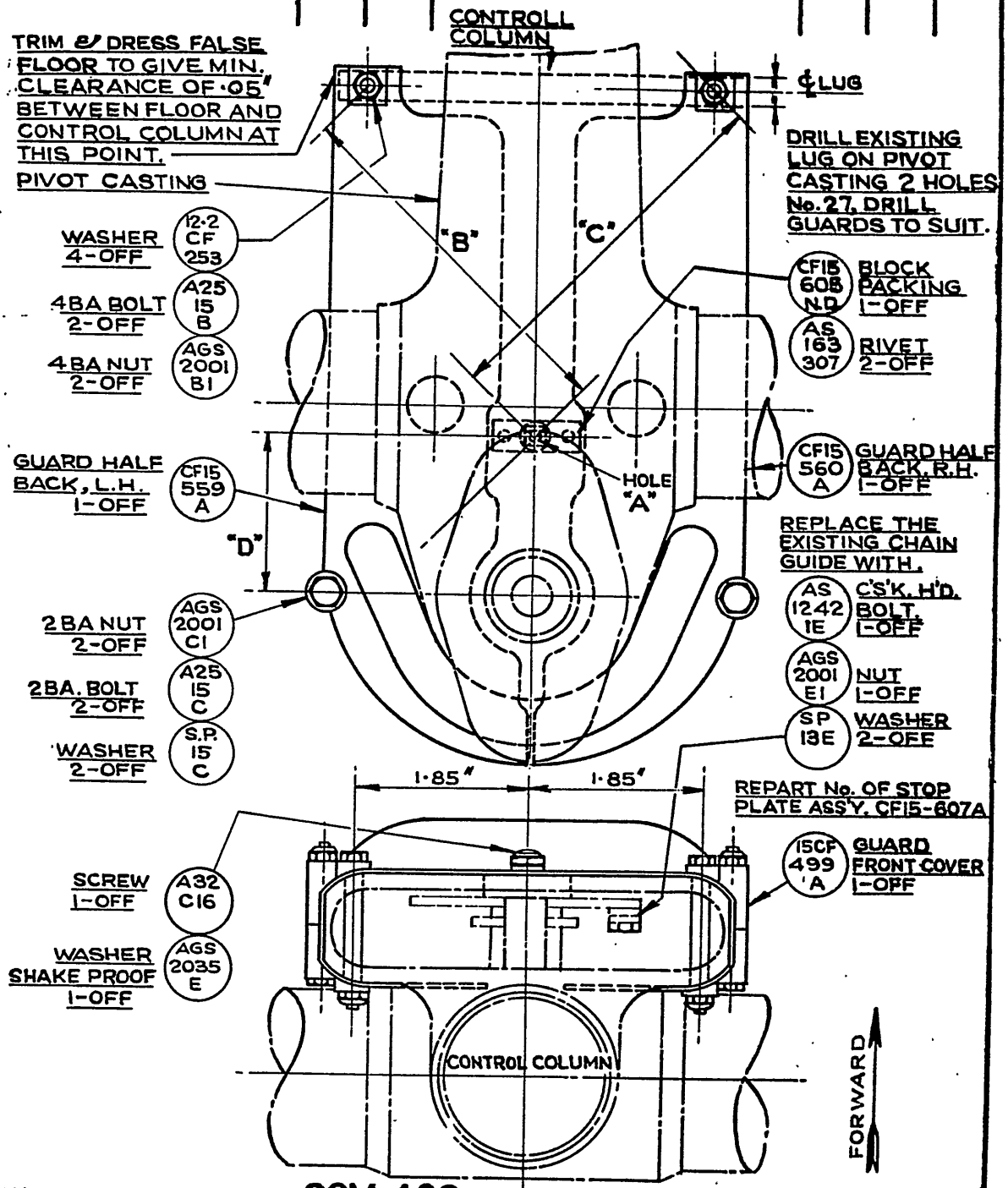
Attachment : Drawing No A13799.

Date of Issue : 30th October 1961.

(Issued with A/L 230 - October 1961)

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	B. I. L.	INITIALS	APPROVED
	13-4-61				



DE HAVILLAND DRAWING No. OOM 482 SHEET 1 OF 1 SHEET

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND	INSTALLATION OF CHAIN GUARD ASS'Y. BASE OF CONTROL COLUMN

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	VAMPIRE A/C
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD. No 355
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.121		SCALE		DRAWING NO.	A13799
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

CLASS 2

EMERGENCY COCKPIT LIGHTING - REVISED INSTALLATION

Introduction

1. This modification introduces an additional emergency light switch, repositions the existing emergency lights, (the port light is brought forward of the adjacent demister pipe and the starboard light is repositioned on the instrument panel shroud), and replaces all amber filaments with new red filaments. These changes are considered necessary to obviate glare and shadows on the flight instruments and to make the emergency light switch more readily identifiable in a complete power failure at night.

Application

2. All Vampire Mk 35 and Mk 35A aircraft.

Man-Hours and Trade Musterings Involved

3. Approximately 12.00 man-hours are required to incorporate this modification. The trade mustering responsible are:-

Airframe fitter	-	1.50 man-hours	(paras 12(d), (g), (m)).
Armament fitter	-	0.50 man-hours	(paras 12 (b), (r)).
Electrical fitter	-	10.00 man-hours	(paras 12 (a), (c), (e), (f), (h), (j), (k), (l), (n), (o), (p), (q).

When modification is to be Incorporated

4. This modification is to be incorporated in all Vampire Mk 35 and Mk 35A aircraft as soon as practicable but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

5. The modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. De Havilland Modification V356 is an equivalent modification.

Orders and Instructions Superseded or Cancelled

7. Not applicable.

Special Tools, Jigs, etc

8. Not applicable.

(Issued with A/L 238 - February 1962)

Drawings

9. Drawing No A13956 Sheets 1 and 2 attached.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No off per Set	Stores Class
1	G5C/4836		Switch, Single Pole, type "B"	1	A
2	G5A/500123		Lamps filament	2	C
3	G5A/28723	AS2606	Socket Terminal double tier	1	A
4	G5A/28719	AS2672	Ferrule, cable end, 4 amp	4	C
5		FS15-65IND	Spruce Block	1	C
6		N15-1333A	Bracket	1	C
7		N15-1339	Bracket	1	C
8		N15-1341A	Cable Assy	1	C
9		N15-1343A	Cable Assy	1	C
10	H28C/2414	A44/A16	Screw, Brass, metal, Rd Hd 6BA x $\frac{1}{2}$" long	2	C
11	H28C/2407	A44/B12	Screw, brass, metal, Rd Hd 4BA x $\frac{3}{8}$" long	4	C
12	H28/27001	AGS2001/ A4	Nuts, brass, Hex nyloc insert 6BA	2	C
13	H28/27002	AGS2001/ B4	Nuts, brass, hex nyloc insert 4BA	4	C
14	H128F/64311	AN470-AD4-4	Rivet, RD, Hd, Al Alloy, $\frac{1}{8}$" dia	2	C
15	H28/14037	AS3180/ 4B	Clip, Al Alloy, Type "P" rubber covered $\frac{1}{2}$" dia	1	C
16	I32A/500082		Lacing, round, nylex, black 1/16" dia	AR	C
17	K3/407		Glue, beetle, type "A"	AR	C
18	K3/410 or K3/411 or K3/412		Hardener, beetle, blue 2B	AR	C
			Hardener, beetle, violet, W15	AR	C
			Hardener, beetle, yellow, GP30	AR	C

Item No	Ident No	Part No	Nomenclature	No off per Set	Stores Class
19	W3/2008		Brad, brass, 20 SWG x $\frac{3}{4}$" long	AR	C
20	I1/9715		Wire, locking, 22 SWG Non Corr DTD 189	AR	C
21	K3/321		Enamel, cellulose, black, spec K18	AR	C

Supply

11. Modification sets are to be obtained as follows:-

Items 1 to 15: Demand on modification Centre, De Havilland Aircraft Pty Ltd Bankstown for Vampire modification No 356.

Items 16 to 21: Draw from unit stores.

Method and Sequence of Operations

12. The airframe fitter is responsible for sub-paras (d), (g) and (m). The armament fitter is responsible for sub-paras (b) and (r). The electrical fitter is responsible for sub-paras (a), (c), (e), (f), (h), (j), (k), (l), (n), (o), (p) and (q).

(a) Open the nose cap of aircraft and disconnect the aircraft batteries.

(b) Open the canopy and render both ejection seats safe in accordance with current authorised procedure.

(c) Disconnect the out going leads at the connector block on bulkhead No 2, above the emergency battery.

(d) Remove the canopy jettison handle and lower the instrument panel.

(e) Locate cable assembly coded "EM2" (DH Part No N15-767A) running from the port disconnect panel to the stbd. Disconnect panel, remove from aircraft and discard.

(f) Remove the stbd emergency light and cable from the cockpit wall, disconnect the ends at the stbd, disconnect panel and remove the cable from the aircraft.

Discard the cable, remove the filament and retain the lamp assembly for fitment to the instrument panel shroud. At the above mentioned terminal blocks on the disconnect panels, fit ferrules (item 4) 3 off, to the positions rendered redundant by this modification.

(g) Refer to sheet 1 of drawing and proceed to modify the instrument panel shroud and fit brackets (items 6 and 7), 1 off of each, using screws (item 11) 4 off, stiffnuts (item 13) 4 off, and rivets (item 14) 2 off. Then obtain switch (item 1) 1 off, and its attachment screws (item 10) 2 off, and stiffnuts (item 12) 2 off; assemble as shown on drawing A13956.

(h) Obtain the lamp assembly retained in sub-para (f) and a new filament (item 2) 1 off, and assemble these to new cable assy (item 9) 1 off.

(j) Refer to sheets 1 and 2 of drawings, route the above new cable assy as follows; one core coded "E" down the back of the instrument panel and connecting to the existing earth terminal on the top rear face of the panel, and the other core coded "EM2" across to the new switch on the side of the instrument panel shroud. All wiring connections are to be as shown on sheet 2 of drawing.

(k) At the port disconnect panel, remove the existing single tier socket at the connector block terminal marked "EM+" and fit a new double tier socket (item 3) in its place.

(l) Obtain cable assembly (item 8) 1 off, and route it from the new switch on the instrument panel shroud, down the back of the instrument panel and connect to the terminals coded "EM+" and "EM2" on the port disconnect panel. Fit ferrule (item 4) 1 off, in unused clamp at the "EM+" terminal. Secure the above cable and the cable referred to in sub para (j) using clip (item 15) 1 off, where shown and lacing (item 16) as required. The cables are to be routed with existing cables where possible, behind the instrument panel. After the above changes have been carried out, alter the part number of the instrument panel to F15-551A/8, raise the panel to its upright position.

(m) Refit the canopy jettison handle and wire lock using (item 20) as required. Refer to sheet 2 of drawing and fit spruce block (item 5) 1 off, using glue (item 17),

RESTRICTED

Headquarters Support Command

CORRIGENDUM

TO

AMENDMENT LIST NO 254

TO

AUSTRALIAN AIR PUBLICATION 721.79

VOLUME 2 PART 2

VAMPIRE MODIFICATIONS

1.	Sub-paragraph (a) Delete "Set the lamp screens ..... and leave lamp in position".
	Insert "Set the lamp screens on both lamps to face the instrument panel to give maximum coverage of light. Refer to AAP 721.79/33, Vol 1, Section 5, Chapter 1, Group C, Figure 3. Disconnect existing switch leads at port disconnect panel terminal block for EM2, and at emergency change over switch for EM+, stow leads and ensure that EM+ is connected between change over switch and emergency battery. "
2.	Sub-paragraph (b) Delete "Adjacent to existing switch ..... and stow".
	Insert "Adjacent to existing switch insert "Disconnect existing leads EM+ and EM2 at nearest junction and stow. "
3.	When the above amendment has been incorporated, make the necessary entry in the Amendment Certificate.

Reference: File, Headquarters Support Command 2501/110/2881

Date of Issue: 31st October 1962

RESTRICTED

hardener (item 18), and brads (item 19) as required. Treat new wood surface with paint (item 21) as required.

(n) Unscrew the existing port emergency light and the clips holding the cable to the canopy rail, discard the clips but retain the screws. Cut the existing cable back by 16"-0 and then refit the existing lamp. Replace the existing amber filament with a red filament (item 2) 1 off and then alter the part number of the cable to N15-1345A.

(o) Assemble the lamp to the new block in position.

"(p) Set the lamp screens on both lamps to face the instrument panel to give maximum coverage of light. Refer to Drawing No. A13956, Sheet 2, then disconnect and stow at the terminal block existing leads EM+ and EM2 shown by dotted lines to existing switch, which is no longer required to operate the emergency lighting. At the disconnected switch, blank out any reference to emergency lighting and leave switch in position. " A/L 254

(q) Connect the battery leads and close the nose cap.

(r) Re-arm both ejection seats in accordance with current authorised procedure and close canopy.

Items Removed

13. The following items are removed on the incorporation of this modification:-

Item No	Ident No	Part No	Nomenclature	No off per Set	Stores Class
22	G5A/28722	AS2605	Socket, Single tier, 19 amp	1	A
23	G5A/501174		Lamp, filament, min edison screw base 28 V 3.5W	2	C

Action on Items Removed

14. The removed items listed above are to be actioned as follows:-

Items 22 and 23: To be checked, and if serviceable, returned to stock.

(Issued with A/L 238 - February 1962)

Action on Stock Holdings of Removed Items

15. Items 22 and 23: Retain as current stock.

Modification of Spares

16. Not applicable.

Additional Information

17. The relevant details to be drawn to the attention of aircrew for familiarisation purposes.

Tests

18. Function the emergency lights using the new switch on the instrument panel shroud and check that the lamp screens are adjusted to give optimum illumination.

Recordings

19. (a) Record incorporation of this modification in the airframe log book and on Form E/E 78 (Modification progress chart).

(b) Modification incorporation certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4.

(c) Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of an aircraft is negligible.

Reference : File, HQSC, 2501/110/2881

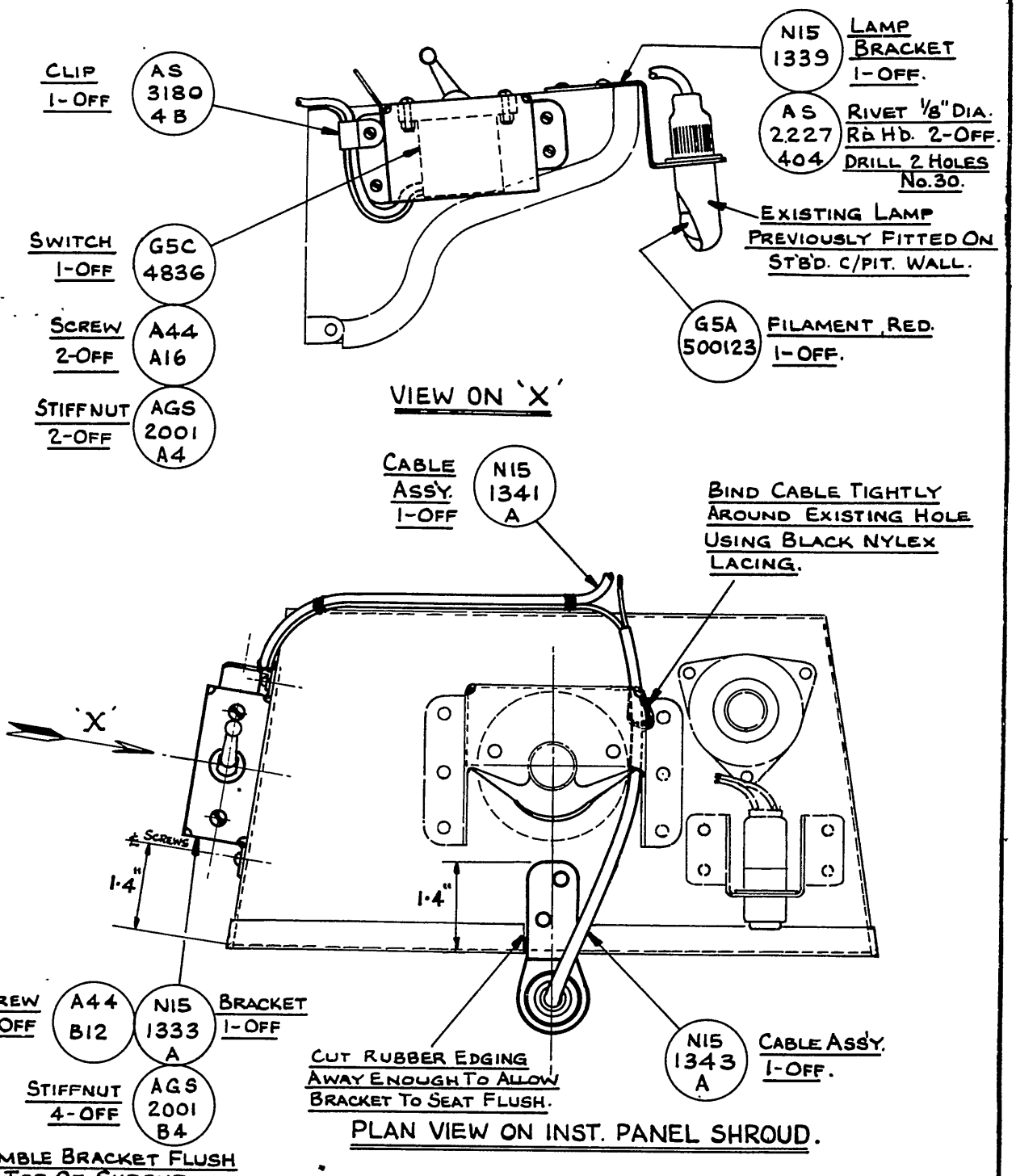
Attachment : Drawing No A13956 Sheets 1 and 2

Date of Issue : 8th February, 1962.

(Issued with A/L 238 - February 1962)

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED
1	14-6-61				



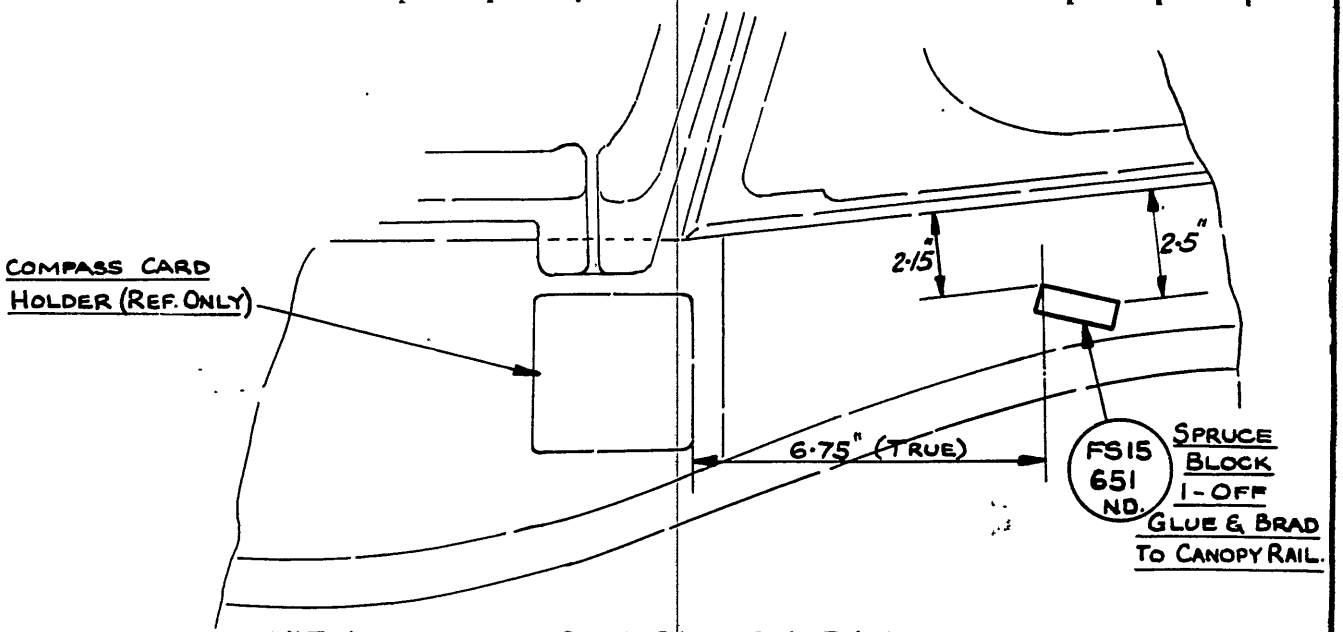
DE HAVILLAND DRG. No. OOM489 SHT. 1 OF 2.

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND	EMERGENCY COCKPIT LIGHTING - REVISED INSTALLATION.

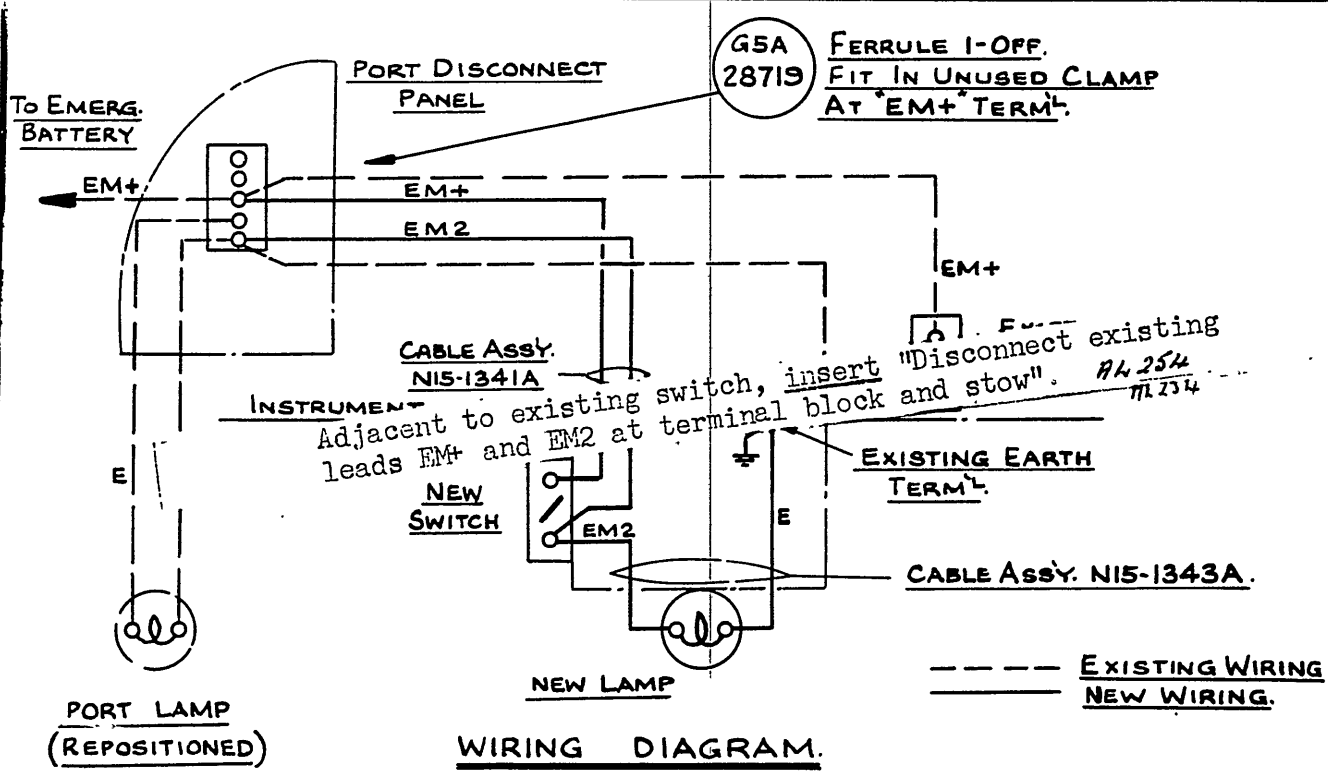
LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD 356.
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.C.Z1		SCALE		DRAWING NO.	A13956 SHEET 1 OF 2
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED
1	14-6-61				



VIEW ON PORT SIDE CANOPY RAIL



WIRING DIAGRAM.

DE HAVILLAND DRG. No. OOM489 SHT. 2 OF 2.

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND	EMERGENCY COCKPIT LIGHTING - REVISED INSTALLATION.

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD. 356.
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.C.I.		SCALE		DRAWING NO.	A13956 SHEET 2 OF 2
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

CLASS 2

SPEED BRAKE SELECTOR LEVER IMPROVED LOCKING IN "IN/OUT" POSITIONS

Introduction

1. Service defects report inadvertent movement of the Speed Brake Selector during certain flying manoeuvres.

This modification replaces the existing selector lever stop buttons with a new conical type of catch and introduces an additional spring to give a more positive engagement of the speed brake selector lever.

Application

2. Vampire Mks 35 and 35A. All aircraft.

Man-hours and Trade Mustering Involved

3. Approximately 5 man-hours are required to incorporate this modification. The RAAF trade musterings involved are airframe and armament fitters.

Airframe fitter - 4.5 man-hours.
Armament fitter - .5 man-hours.

When Modification is to be Incorporated

4. The modification is to be incorporated in all applicable Vampire aircraft as soon as practicable but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

5. The modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. De Havilland (Aust) Modification V358
Air Ministry Modification No VAM 3462
Air Ministry Modification No VAM 3563

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, etc

8. Nil.

(Issued with A/L 234 - November 1961)

Drawings

9. No drawings are required.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No off per Set	Stores Class
1	A79/504489	15CE1943	Stop, Button	2	
2	A79/504490	15CE1977	Spring, Inner	2	
3	A79/504491	15CE1983	Spring, Outer	2	
4		15CE1985ND	Shim	6	
5	H28/13018	AGS 2031/2	Circlip, ½" Dia Ext "Seeger"	1	

Supply

11. Modification sets are to be obtained as follows:-

Items 1 to 5 Demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown NSW, for Vampire Modification No 358.

Method and Sequence of Operation

12. (a) Fit undercarriage locks in accordance with AAP 721:79/33 Vol 1, Section 2, Chap 1, para 3.

(b) Open canopy and render both ejection seats safe in accordance with current authorised procedure.

(c) Working in the cockpit locate the "IN" and "OUT" speed brake label, attached to the port engine control box. Remove label and screws and retain for re-assembly.

(d) Remove and discard from the control box the two existing speed brake lever stop springs, (item 6) and the two existing stop buttons (item 7).

(e) Remove and discard the circlip item 8 which secures the elevator trim control when to the shaft assembly.

Remove and retain the elevator trim control wheel for subsequent reassembly.

(f) Using a suitable counterboring tool, increase the depth of the 0.50" dia recesses in the stop button holes in the engine control box cover by 0.020" to 0.030" to obtain a depth of 0.205" to 0.215". Deburr and thoroughly clean out the holes. After reworking cover repart number from 15CE163 to 15CE1987.

(g) Refit the elevator trim control wheel and secure with the new circlip, (item 5).

(h) Now fit to the control box, the two stop buttons, (item 1).

(j) Insert two shims, item 4, into each of the holes in both stop buttons.

(k) Fit the stop button springs, item 2, into the holes in the stop buttons and the outer springs, item 3, on the base of the stop buttons. Refit the speed brake label and secure with the attachment screws removed in sub-para (c).

(l) Position the speed brake lever in the locked "IN" position and using a spring balance, check that the lever disengages at between 16-18 lb. Now position the lever in the locked "OUT" position and check that it disengages at between 12-14 lb. Should the figures obtained be incorrect, reduce or increase the number of shims in the stop buttons until the correct readings are obtained. After reworking engine control box repart number from CE1549A/8 to CE1549A/9.

(m) Re-arm both ejection seats and make safe in accordance with current authorised procedure.

(n) Close the canopy.

(o) Remove undercarriage locks in accordance with AAP 721:79/33 Vol 1, Section 2, Chapter 1, Para 3 as and when necessary.

Items Removed

13. The following items are removed on incorporation of this modification:

Item No	Ident No	Part No	Nomenclature	No off per Set	Stores Class
6	A79/500859	L00737	Spring	2	C
7	A79/502220	15CE371	Stop Button	2	C
8	H28/13018	AGS2031/2	Circlip, ½" dia Ext "Seeger"	1	

Action on Items Removed

14. The removed items listed above are to be actioned as follows:-

Items 6, 7 and 8: To be discarded.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. The following spares are affected and are to be modified at the direction of Headquarters Support Command:-

Ident No	Part No	Nomenclature	Remarks
(a) A79/504402	CE15-49A/8	Box Control Engine Port	Rework to Para 12, sub paras (c)-(l) and re-identify as Part No CE15-49A/9 and Ident No A79/504485
(b) A79/502210	15CE.163	Cover Control Box	Rework to para 12, sub para (f), and re-identify as Part No 15CE-1987 and Ident No A79/504488

A partial modification set will comprise:-

For Spare (a) Items 1-5 inclusive. Set to be obtained on demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown for Spares/Mod V358/A79-504402.

For Spare (b) No items are required.

(Issued with A/L 234 - November 1961)

Additional Information

17. Nil.

Tests

18. Nil.

Recordings

19. Record incorporation of the modification as follows:-

(a) In Airframe Log Book.

(b) On Form E/E 78.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

References : Files, HQSC, 2501/110/2801 and 2601/79/22

Date of Issue : 27th November, 1961.

AAP 721.79, Vol 2, Pt 2

VAMPIRE MODIFICATION NO 359

Class: 2

INSTALLATION OF SIDEWINDER GUIDANCE AND CONTROL HEAD IN NOSE SECTION

Introduction

1. (a) The Reason for the Modification

To facilitate pilot training in the use of this equipment.

(b) Description and Features by which the Modification can be Recognised

By the provision and installation in the nose of the aircraft of the Sidewinder guidance and control head as detailed in Drawing A13729.

(c) Relationship with other Modifications

Nil.

(d) Reason for Classification

Improved training facilities.

(e) Effect on Servicing and/or Ground Handling

The servicing schedule of the modified aircraft is to have local amendments to include the servicing of this equipment.

(f) Effect on Aircraft Limitation

Nil.

(g) Effect on Aircrew Operation

Will facilitate the training of pilots in the use of Sidewinder guidance and control.

(h) Number of Parts Comprising the Order

One.

Application

2. Special Fitment Only. This modification is only to be incorporated on Vampire Mk 35 when approved by Department of Air.

Man-Hours and Trade Mustering Involved

3. Approximately 70 man-hours will be required to incorporate the modification. The trade musterings responsible are airframe, electrical and armament fitters and radio technician (A).

When Modification is to be Incorporated

4. This modification is to be incorporated as and when required and with approval from Department of Air.

Responsibility for Incorporation

5. Units as nominated by Headquarters Support Command will be responsible for the incorporation of the modification in applicable aircraft.

Equivalent Modifications

6. Nil.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, Etc

8. Nil.

Drawings

9. Drawings A13729 and Sheets 1 to 12 inclusive. Units requiring drawings are to demand on Headquarters Support Command.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	1420-66-019-2898	A13729/1	Mounting - Guidance Control Unit	1	C

(Issued with A/L 294)

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
2	5340-66-019-2899	A13729/2	Clamp - Top Half	1	C
3	1420-66-019-2900	A13729/3	Bracket - Front	1	C
4	1420-66-019-2901	A13729/4	Bracket - Rear	1	C
5	1420-66-019-2902	A13729/5	Packing - Front and Rear	5	C
6	1420-66-019-2903	A13729/6	Attachment Bar - Mounting Plate	2	C
7	1420-66-019-2904	A13729/7	Mounting Plate	1	C
8	1420-66-019-2905	A13729/8	Pack - Mounting Plate	1	C
9	1420-66-019-2906	A13729/9	Reinforcing Plate - Nose Cap	1	C
10	1420-66-019-2907	A13729/10	Seal - Nose Cap	1	C
11	1420-66-019-2908	A13729/11	Retaining Plate - Seal	1	C
12	5305-012-9630	AGS251/76	Woodscrews, Csk Hd MS No 10 x 1¼"	4	C
13	5305-012-9626	AGS251/75	Woodscrews, Csk Hd MS No 10 x 1"	15	C
14	H28/27027	AGS2001/G1	Nut, Nyloc, Hex Steel BSF 5/16"	8	C
15	5310-941-9403	SP13/G	Washer, 5/16" Plain, Steel	8	C
16			Rubber Pad, 7½"x 3" x 1/16 (Make from T32C/50006)	2	C
17	5306-101-1257		Bolt, Hex, Hd, Steel BSF 5/16" x 1¼"	4	C
18	5310-PN-2001C1	AGS2001/C1	Nut, Nyloc, Hex Steel 2BA	10	C
19	5310-941-9402	SP13/C	Washer, Plain, Steel 2BA	17	C
20	5306-151-0786	AN3-6A	Bolt, Hex Hd, Steel 10-32 x 25/32"	7	C
21	5305-101-1504	A33/C32	Screw, Csk, Hd, Steel, 2BA x 1"	4	C

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
22	5320-PN-AS2230-404	AS2230/404	Rivet, Csk Hd, 120° Al Alloy, $\frac{1}{8}$" Dia x $\frac{1}{4}$" lg	33	C
23	5320-PN-AS2230-405	AS2230/405	Rivet, Csk, Hd, 120° Al Alloy $\frac{1}{8}$" Dia x 5/16" lg	4	C
24	5305-941-9438	A33/B10	Screw, Csk Hd 90° Steel, 4BA x 5/16" lg	2	C
25	5305-120-0066	A33/B20	Screw, Csk Hd 90° Steel, 4BA x $\frac{5}{8}$" lg	13	C
26	5310-PN-2001B1	AGS2001/B1	Nut, Nyloc Hex Steel	13	C
27	5310-941-9474	SP13/B	Washer, Plain Steel 4BA	13	C
28	6125-635-4094	AF33-600-15215	Inverter - Class A 100 Amp 3 Phase	1	A
29	1440-810-6436	56A181	Launcher - Power Supply	1	A
30	1420-653-3601		Guidance and Control Unit, Mk 1 Mod 3	1	A

Supply

11. Modification sets are to be obtained as follows:-

(a) Items 1 to 11 inclusive are to be manufactured by units (Drawings 13729/1 to /12 refer).

(b) Items 12 to 29 inclusive are to be drawn from unit stores.

(c) For item 30 units are to request issue from Headquarters Support Command.

Method and Sequence of Incorporation

12. This modification is to be carried out as per instructions detailed on Drawing Nos 13729/1 to /12 inclusive.

(Issued with A/L 294)

Items Removed

13. The following items are removed on incorporation of the modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
31	A79/502468	15FS675A	Hinges	2	C
32		15FS1637A	Strut	1	C

Action on Items Removed

14. The removed items listed above are to be actioned as follows:-

Items 31 and 32 are to be retained for re-use if and when it is required to de-modify the aircraft.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. Not applicable.

Additional Information

17. Nil.

Tests

18. Carry out tests in accordance with AAP 737.10, Vol 2, Part 1, Section 1(b), Instruction No 2, Paragraphs 3(c) and (d).

Recording

19. Record incorporation of the modification as follows:-

(a) In the airframe log book.

(b) On Form E/E 78.

(c) Modification incorporation certificates are to be completed and forwarded by units and aircraft depots in accordance with ABO E 12/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. Amendments to weight sheet summaries will be consolidated and issued by Headquarters Support Command.

The effect of this modification on the weight and balance of the aircraft is as follows:-

Item	Weight (lb) ±	Arm (in) ±	Moment (lb in) ±
Guidance Control Unit	+34	-150.0	-5,126
Base Attachment	+ 6	-144.0	- 864
Launcher Power Supply	+ 6	-140.0	- 840
Inverter	+ 4	-140.0	- 560

References: Files, Headquarters Support Command, 2501/110/3204 and 2601/79/17

Date of Issue: 21st December 1964

(Issued with A/L 294)

AAP 721:79 VOL 2, PART 2 VAMPIRE MODIFICATION NO 360

CLASS 2

PROVISION OF A STANDARD NON-MAGNETIC KNIFE IN COCKPIT

Introduction

1. This modification is introduced to allow deflation of the dinghy in the event of inadvertent inflation in flight. The modification authorises the fitment of a non-magnetic knife in the cockpit of the aircraft.

Application

2. All Vampire Mk 35A and 35 aircraft.

Man-Hours and Trade Mustering Involved

3. Approximately three (3) man-hours will be required to incorporate the modification. The trade mustering responsible is airframe fitter.

When Modification is to be Incorporated

4. This modification is to be incorporated as soon as possible but not later than the next "C" servicing.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units and aircraft depots responsible for servicing Vampire aircraft.

Equivalent Modifications

6. Nil.

Orders and Instructions Superseded or Cancelled

7. This modification supersedes and cancels RAAF Special Technical Instruction Vampire/49.

Note: Embodiment of the above STI makes compliance with this modification unnecessary apart from recording same as in paragraph 19.

Special Tools, Jigs, etc

8. Nil.

Drawings

9. Drawings A13710/1, A13710/2 and A13711 attached herewith.

(Issued with A/L 235 - December 1961)

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No off per Set	Stores Class
1		A13710/1	Knife	1	
2		A13710/2	Sheath, Aircrew Emergency Knife	1	
3	G5E/1780		Lockwire, Tinned Copper 20 SWG	As Reqd	C
4	H28C/2413		Screw, Brass, RD HD, 4BA x $\frac{1}{2}$" lg	1	
5	H28C/14034		Washer, Brass 4BA	4	
6	H28/27002		Nut, Brass, Hex, Nyloc 4BA	1	
7			Lanyard, 3'.0" lg (Make from I15A/502)	1	
8			Rubber Band	2	

Supply

11. Modification sets are to be obtained as follows:-

(a) Items 1, 2 and 7 are to be manufactured by units.

(b) Items 3, 4, 6 and 8 are to be drawn from unit stores.

Method and Sequence of Incorporation

12. (a) Referring to drawing A13711, attach sheath item 2, to anti-glare shroud using items 4, 5 and 6.

(b) Assemble knife item 1, in sheath, using items 7 and 8.

Items Removed

13. No items are removed on incorporation of the modification.

Action on Items Removed

14. Not applicable.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. Not applicable.

Additional Information

17. Nil.

Tests

18. Nil.

Recording

19. Record incorporation of the modification as follows:-

(a) In the Airframe Log Book.

(b) On Form E/E 78.

(c) Modification Incorporation Certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of the incorporation of the modification on the weight and balance of the aircraft is negligible.

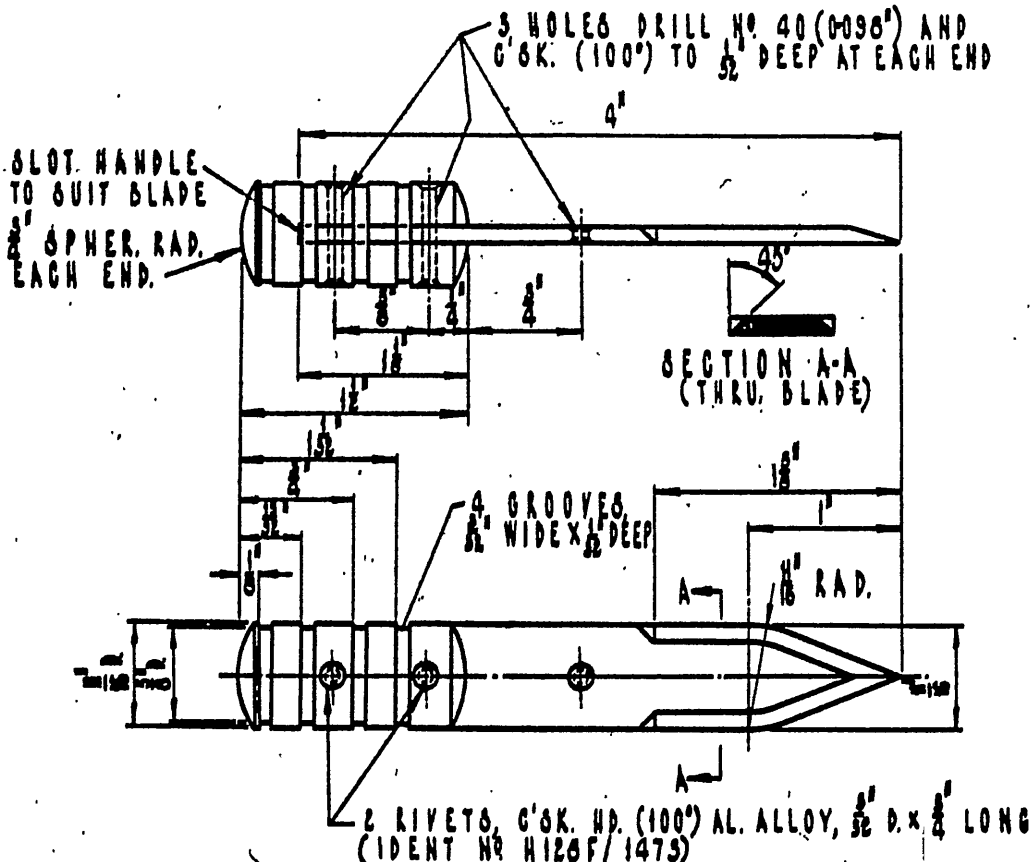
References : Files, HQSC, 2501/110/2966 and 2601/79/21

Attachments : Drawings A13710/1, A13710/2 and A13711

Date of Issue : 11th December, 1961.

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED
	15-12-50				



MATERIAL :- BLADE, AL. ALLOY - AL. COATED, 12 S.W.G.
SPEC. (E) D 647
IDENT No. 11/2641
HANDLE, AL. ALLOY BAR, 1/4" DIA,
SPEC. (E) D 641
IDENT No. 11/1427

FINISH :- REMOVE SHARP EDGES FROM HANDLE. AFTER ASSEMBLY ANODISE KNIFE BLACK AND PAINT GROOVES YELLOW

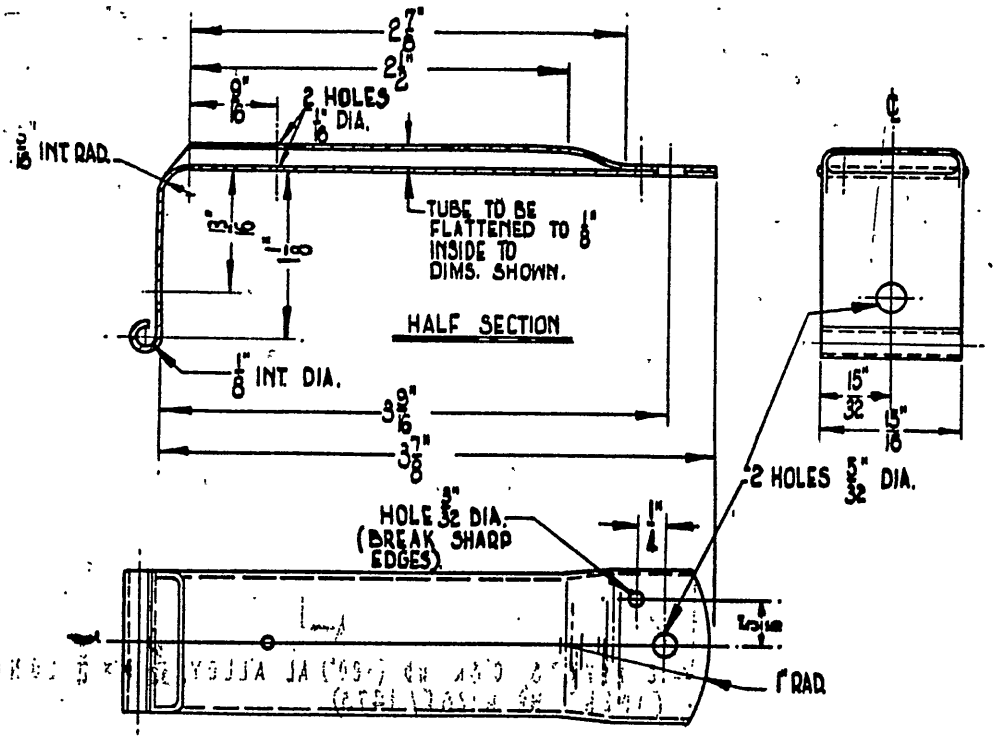
S.T.I. VAMPIRE/49 VAMPIRE MOD 360 AND SABRE MOD 4N°

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND	KNIFE, AIRCREW EMERGENCY

LIMITS UNLESS STATED		MATERIAL	AS STATED	COMPONENT OF	INSTAL. OF AIRCREW EMERGENCY KNIFE
DECIMALS	± .010"	SPEC.	AS STATED	MACHINE	VAMPIRE & SABRE A/C.
FRACTIONS	± 1/64"	TREATMENT		ENGINE	
ANGLES	± 1°	FINISH	AS STATED	TECH. ORDER	SEE ABOVE
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.E.27		SCALE	FULL	DRAWING NO.	A 15710/1
		DRAWN	R. G. W.	APPROVED	DRWG. A SIZE
		TRACED	L. O. W.	CHECKED	

DO NOT SCALE

ISSUE NO	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED

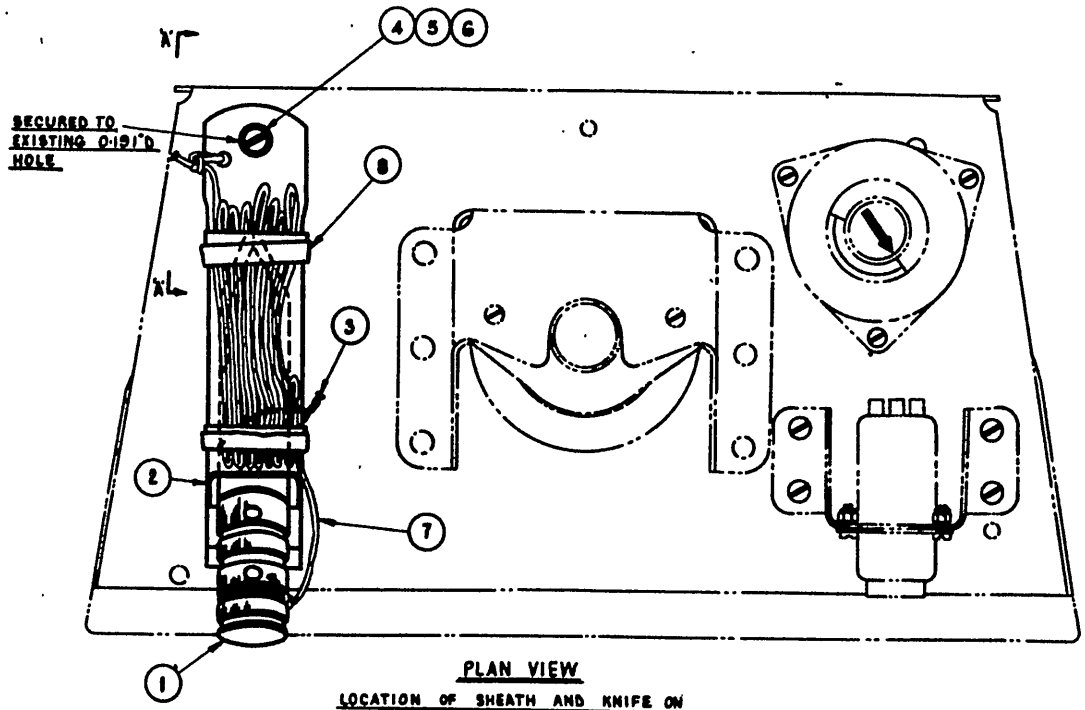


S.T.I. VAMPIRE 149, VAMPIRE MOD. 360 AND SABRE MOD.

MAT° IDENT. N° 11/10112

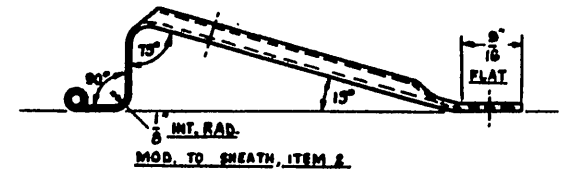
REFERENCE		ISSUED BY		TITLE	
				SHEATH MODEL EMERGENCY KNIFE	
LIMITS UNLESS STATED		MATERIAL	AL. ALLOY TUBE, 5/8 O.D. & 20 SWG	COMPONENT OF	INSTALL. OF AIRCREW EMERGENCY KNIFE
DECIMALS	± 0.01"	SPEC.	BSL 62	MACHINE	VAMPIRE & SABRE
FRACTIONS	± 1/64"	TREATMENT		ENGINE	
ANGLES	± 1°	FINISH	MATT BLACK ENAMEL	TECH. ORDER	SEE ABOVE
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.E.M.		SCALE	FULL	DRAWING NO.	A-13710/2
		DRAWN	B.G.W.	APPROVED	
		TRACED	B.L.C.	CHECKED	
				SIZE	A

DO NOT SCALE

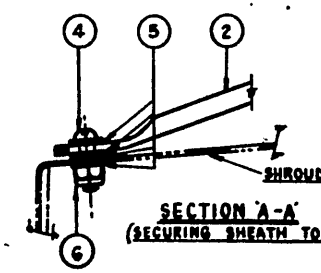


PLAN VIEW

LOCATION OF SHEATH AND KNIFE ON ANTI-GLARE SHROUD



MOD. TO SHEATH, ITEM 2



SECTION A-A
(SECURING SHEATH TO SHROUD)

ITEM Nº	PART Nº	IDENT Nº	DESCRIPTION	Nº OFF
8		COMMERCIAL	RUBBER BAND, ("RADIANT" BRAND, SIZE 00 ½ OR SIMILAR)	2
7			LANYARD, 3'-6" LONG	1
6		HSB/27002	NUT, HEX., 4BA, BRASS, "NYLOC" INSERT, BLACKMATT	1
5		HSBC/3525	WASHER, 4BA, BRASS, BLACKMATT	4
4		HSBC/2413	SCREW, 4BA x ½ LONG, RD.HD, BRASS, BLACKMATT	1
3		68E/1780	LOCK-WIRE, 20 S.W.G. TINNED COPPER FUSE WIRE, APPROX.	1
2	A-13710/2		SHEATH, AIRCREW EMERGENCY KNIFE	1
1	A-13710/1		KNIFE, " "	1

S.T.I. VAMPIRE 6/49 AND VAMPIRE MOD. Nº 360.

ISSUE NO.	DATE	ALTERATION	S.T.I.	INITIALS	APPROVED
1	13-12-50				

REFERENCE

ISSUED BY
DEPARTMENT OF AIR
SENIOR TECHNICAL STAFF OFFICER
SUPPLY COMMAND.

TITLE
INSTAL. OF AIRCREW EMERGENCY KNIFE IN VAMPIRE MK35 A/C

LIMITS UNLESS STATED		MATERIAL	AS STATED		
DECIMALS	± .010"	SPEC.			
FRACTIONS	± 1/64"	TREATMENT			
ANGLES	± 1°	FINISH			
SURFACE FINISH AUSTRALIAN STANDARD		SCALE	N.T.S.		
		DRAWN	R.O.W.	APPROVED	
		TRACED		CHECKED	

COMPONENT OF
MACHINE: VAMPIRE MK 35 A/C
ENGINE
TECH. ORDER: SEE ABOVE.
DRAWING NO.: A-13711
ISSUE: B

AAP 7217.79 V2 P2 B4 Vampire Mods 301-400 OCR

Class 2

SUPPORT BRACKET FOR BAROMETRIC LINE VALVE AND COMPASS CORRECTOR MOUNTING BRACKET - INTRODUCTION

Introduction

1. This modification introduces a support bracket for the barometric line valve and compass corrector mounting bracket.

The modification provides additional support to prevent the existing bracket, when subjected to unexpectedly heavy loads, from de-laminating the fuselage ply and balsa filling in the vicinity of the attachment bolts and ferrules.

Vampire Modification No 258 Guard for Elevator Control Quadrant in Cockpit (De Havilland Modification V 721) must be incorporated prior to or concurrently with this modification.

Application

2. Vampire Mk 35 - All aircraft.

Man-Hours and Trade Mustering Involved

3. Approximately 7.5 man-hours are required to incorporate the modification.

The RAAF trade mustering involved are airframe and armament fitters.

Armament fitter - .5 man-hours

Airframe fitter - 7 man-hours

When Modification is to be Incorporated

4. This modification is to be carried out on all applicable Vampire Mk 35 aircraft as soon as possible but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

(Issued with AL 240 - March 1962)

Equivalent Modifications

6. De Havilland (Aust) Modification V 361.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, &c

8. Nil.

Drawings

9. Drawing A14034 is attached.

Modification Parts List

10. The following items are required to complete one modification set:

Item No	Ident No	Part No	Nomenclature	No off per set	Stores Class
1		F15-989A	Bracket, Support Assy	1	
2		F15-991	Angle	1	
3	H28/12513	A25/2C	Bolt, HTS Hex Hd 2BA x 65" long	2	
4	H28/11255	AS1246/2C	Bolt HTS Rd Hd 2BA x .6" long	2	
5	H28C/12252	SP 13/C	Washer, MS thin 2BA	2	
6	H28/27008	AGS2009C/1	Nut double anchor c'sunk nyloc insert 2BA	1	
7	H128F/62230	AS2229/304	Rivet C'sk Hd 90° Al Al 3/32" dia x 1/4" long	2	
8	H128F/64311	AN470-AD4-4	Rivet Rd Hd Al Al $\frac{1}{8}$ dia x $\frac{1}{4}$" long	7	
9	K3/353	-	Varnish, Pigmented, Jointing compound to Spec DTD 369	AR	C

(Issued with AL 240 - March 1962)

Supply

11. Items 1 to 8 - Demand on Modification Centre De Havilland Aircraft Pty Ltd Bankstown, for Vampire Modification No 361.

Item 9 - Draw from unit stores.

Method and Sequence of Incorporation

12. The armament fitter is responsible for paragraphs (a) and (q).

The airframe fitter is responsible for paragraphs (b) and (p).

(a) Open the canopy and disarm both ejection seats in accordance with current authorised procedure.

(b) Remove the port ejection seat in accordance with current authorised procedure.

(c) Working in the cockpit on the port wall, remove the inboard cover from the elevator quadrant guard.

(d) Locate and remove the existing inboard bolt attaching the rear plate to the top plate of the elevator quadrant guard.

(e) Refer to drawing A14034, temporarily fit the angle, (item 2), using bolt, (item 4), 1 off, washer, (item 5), 1 off.

(f) Working on the barometric line valve and compass corrector mounting bracket, remove the cover over the compass corrector unit, retain the item for subsequent reassembly, then locate and remove the two inboard bolts attaching the unit to the bracket.

(g) Refer again to drawing A14034 and temporarily fit the support bracket, (item 1), using bolts, (item 3). Ensure a minimum clearance of .050" exists between the support bracket and the elevator quadrant guard. Trim if necessary.

(h) Clamp the support bracket, (item 1) and angle, (item 2) together and, after taking the necessary precautions to prevent swarf from entering the guard, drill the top plate with No 11 dia drill to match the hole in the angle. Temporarily fit a 2BA bolt in this hole.

(Issued with AL 240 - March 1962)

(j) From the pilot holes in the angle, (item 2), drill through the two end holes into the support bracket using No 30 drill.

Check that a minimum gap of .1" exists between the flange of the support bracket and the speed brake connecting rod, relieve if necessary.

(k) Remove the angle and support bracket and drill through the remaining pilot holes.

(l) De-burr holes and coat mating surfaces with jointing compound, (item 9). Rivet angle and bracket using rivets, (item 8).

(m) Locate anchor nut, (item 6) on the No 11 hole in elevator quadrant guard and drill two No 41 holes. Countersink on top face 90° x 16" dia.

Fit the anchor nut using rivets, (item 7).

(n) Refer to drawing A14034 and assemble the support bracket and angle using bolts, (items 3 and 4) and washers, (item 5).

(o) After ensuring that no swarf etc remains in elevator quadrant guard replace covers removed in operation (c) and (f).

(p) Replace the port ejection seat in accordance with current authorised procedure.

(q) Rearm both ejection seats in accordance with current authorised procedure.

Items Removed

13. No items are removed.

Action on Items Removed

14. Not applicable.

Action on Stock Holdings of Removed Items

15. Not applicable.

(Issued with AL 240 - March 1962)

Modification of Spares

16. Not applicable.

Additional Information

17. Nil.

Tests

18. Nil.

Recording

19. Record incorporation of the modification as follows:-

(a) In airframe log book.

(b) On form E/E 78 (Modification Progress Chart).

A modification incorporation certificate is to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Form E/E 9 is to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

References : Files, Headquarters Support Command, 2501/110/3051 and 2601/79/16

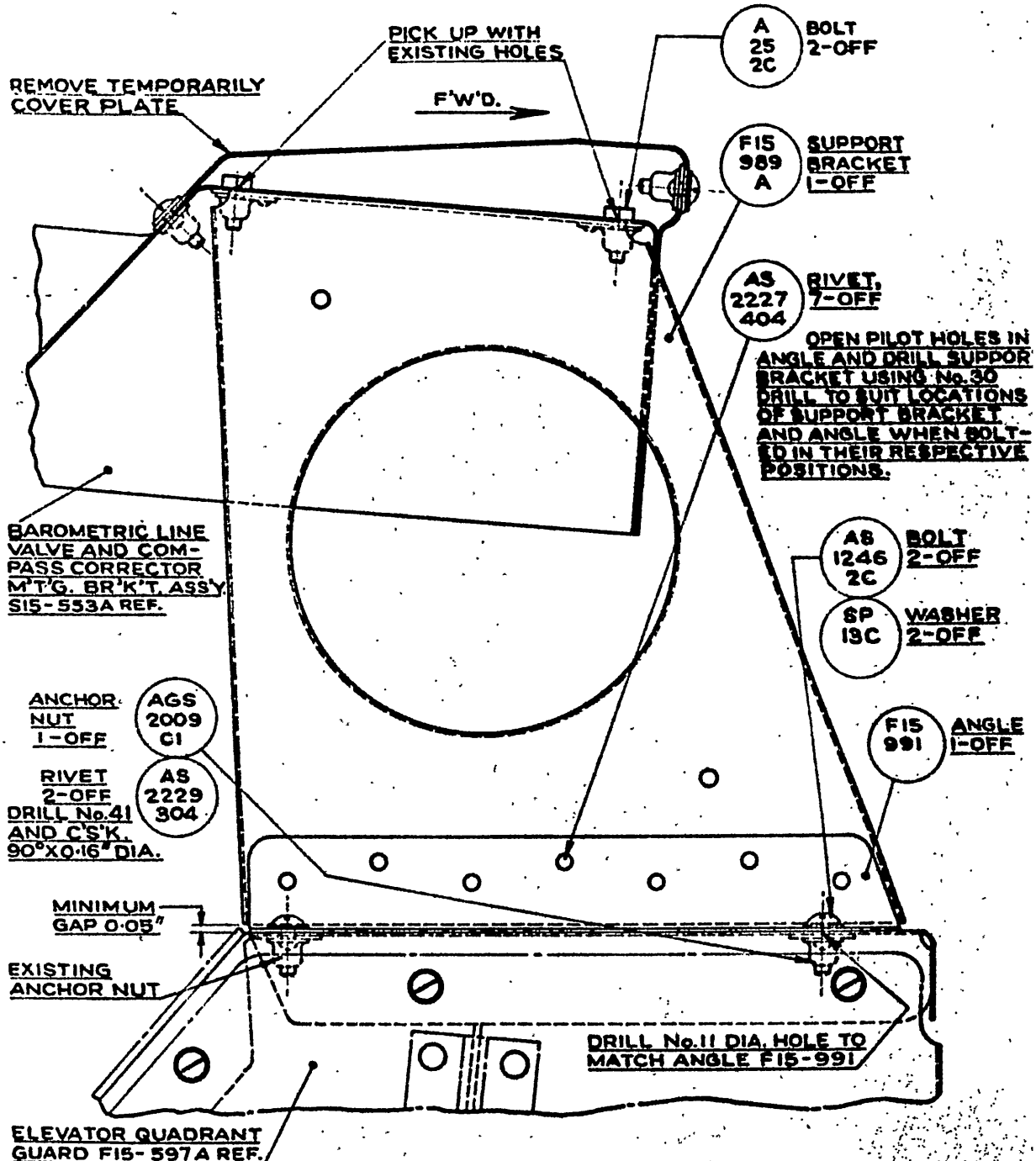
Attachment : Drawing A14034

Date of Issue : 23rd March 1962

(Issued with AL 240 - March 1962)

DO NOT SCALE

ISSUE NO	DATE	ALTERATION	B.I.L.	INITIALS	APPROVED



VIEW ON COCKPIT WALL — PORT

DE HAVILLAND DRAWING No. 00M493 SHEET 1 OF 1 SHEETS

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND	SUPPORT BRACKET ASS'Y. FOR BAROMETRIC LINE VALVE & COMPASS CORRECTOR M'T'G. BR'K'T. ASS'Y.

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD. 361
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.E.121		SCALE		DRAWING NO.	A-14034
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

AAP 721:79, VOLUME 2, PART 2 VAMPIRE MODIFICATION NO 362

Class 2

FUEL DRAIN COCK - INTRODUCTION

Introduction

1. This modification introduces a fuel drain cock for the fuel collector box.

The fuel drain cock is located on the port lower face of bulkhead 4, and is accessible through the port lower engine inspection door opening.

This modification provides improved facilities for daily checking for water contamination.

Application

2. Vampire Mk 35A - All aircraft.

Vampire Mk 35 - All aircraft (except A79-661 which was modified as a trial installation).

Man-Hours and Trade Musterings Involved

3. Approximately 10 man-hours are required to incorporate this modification. The trade mustering involved is airframe fitter.

When Modification is to be Incorporated

4. This modification is to be carried out on all applicable Vampire aircraft as soon as possible but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. DeHavilland (Aust) Modification V 362.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, etc

8. Nil.

(Issued with A/L 246 - May 1962)

Drawings

9. Drawing A14024 sheets 1 and 2 are attached.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1		DL3228/25	Hose	1	
2		FS15-653	Plate, Doubler	1	
3		FS15-655	Bracket	1	
4		P15-607A	Cock Assy, Fuel	1	
5		P15-611ND	Pipe	1	
6		P15-613	Union, Reducing	1	
7	H28/5722	AGS 904B	Sleeve, Outer, AL $\frac{1}{4}$" dia	1	
8	H28/6353	AGS 952B	Collar, MS $\frac{1}{4}$" dia	1	
9	H28C/8225	AGS 1138A	Washer, Jointing, AL AL .39" ID	1	
10	H28/9501	AGS 1142B	Nipple, MS Olive $\frac{1}{4}$" dia	1	
11	H28C/11067	AGS 2035B	Washer, Shake-proof, 4BA	3	
12	H28B/5412 or H128F/50159	AGS 1551/2 or AN 416/1	Pin, Safety, retaining spring type	1	
13	H28/11937	AS 1246/1B	Bolt, HTS Rd Hd 4BA x .45" long	3	
14	H128F/65166	AN 470-AD4-5	Rivet, AL AL Rd Hd $\frac{1}{8}$" dia x 5/16" long	7	
15	H128F/65167	AN 470-AD4-6	Rivet, AL AL Rd Hd $\frac{1}{8}$" dia x $\frac{3}{8}$" long	2	
16	H28/14078	AS 3181/4C	Clip, AL AL Type P, 2BA x $\frac{1}{4}$" dia	2	
17	I32A/94		Cord, Stringing, Spec 4F 35	AR	

(Issued with A/L 246 - May 1962)

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
18	K4/152		Bees Wax	AR	C
19	I1/9715		Wire-locking, 22 SWG, DTD 189	AR	C
20	K3/353		Compound, Jointing to Spec DTD 369A	AR	C
21	K3/356		Colour, Identification, Glossy White, DTD 772A	AR	C
22	K3/358		Colour, Identification, Bright Red, DTD 772A	AR	C

Supply

11. Modification sets are to be obtained as follows:-

Items 1 to 16: Demand on Modification Centre DeHavilland Aircraft Pty Ltd Bankstown, for Vampire Modification No 362.

Items 17 to 22: Draw from unit stores.

Method and Sequence of Incorporation

12. The airframe fitter is responsible for the complete installation.

(a) Disconnect the aircraft batteries, remove the cannon bay doors, lower the port lower engine inspection door and drain the fuel tanks, in accordance with current authorised procedure.

(b) Referring to sheet 1 of the drawing A14024 locate, remove and discard the blanking plate (FS15-167ND) if fitted. Install the doubler plate, (item 2) and the bracket, (item 3) on the bulkhead with items 14 and 15, using jointing compound, (item 20).

(c) Referring to detail "A" on sheet 2 of the drawing A14024 fit the fuel cock, (item 4), using items 13 and 11.

(d) Referring to sheet 2 of the drawing A14024 remove the existing drain plug (L98 1552) and sealing washer, (AGS 1138A) from the bottom of the fuel tank base plate. Fit the reducing union, (item 6) with the jointing washer, (item 9).

(e) Fit the hose and pipe, (items 1 and 5) with items 7, 8 and 10. Bind and clip as shown using items 16, 17 and 18.

(f) Install the pin, (item 12) and tie it to the bracket (FS15 655) with 6" of cord, (item 17) after applying bees wax, (item 18).

(g) Fill the fuel tanks and examine all joints for leaks.

(h) Wirelock all unions using item 19.

(j) Mark the "ON" position on bulkhead 4 with item 21 as per detail "A" on sheet 2 of the drawing.

(k) Reconnect the aircraft batteries, replace the cannon bay doors, and close the inspection door.

(l) Modify the external markings as per notes 3 and 4 on sheet 1 of the drawing, (using item 22).

Items Removed

13. The following item is removed on incorporation of this modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
23	A79/501296	L981552	Plug Drain	1	

Action on Items Removed

14. The removed item listed above has no further application to this use and is to be actioned as follows:-

Item 23 If serviceable, return to unit stores.

Action on Stock Holdings of Removed Items

15. Item 23: Retain as current stock.

Modification of Spares

16. The following spares are affected and are to be modified at the direction of Headquarters Support Command:-

Ident No	Part No	Nomenclature	Remarks
(a) A79/504423	FS15-629AND	Bulkhead Assy, Bottom Half	Rework, to para 12(b) and (j), repart No FS15-657AND Ident No A79/504503.
(b) A79/504501	15FS-1061A/44	Bulkhead, Fireproof	Rework to para 12(b) and (j) repart No 15FS-1061A/45 and Ident No A79/504502.

A partial modification set will comprise.

For Spare (a) Item 2, 1 off, item 3, 1 off
Item 14, 7 off, item 15, 2 off, item 21 AR.

Items 2, 3, 14 and 15 - to be obtained by demand on Modification Centre, DeHavilland Aircraft Pty Ltd, Bankstown for Spares/Mod V362/A79-504423.

Item 21: Draw from unit stores.

For Spare (b) As for spare (a). Set to be demanded as Spares/Mod V362/A79-504501.

Additional Information

17. Nil.

Tests

18. See para 12 (g).

Recording

19. Record incorporation of the modification as follows:-

(a) In airframe log book.

(b) On form E/E 78 (Modification Progress Chart)

A modification incorporation certificate is to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Form E/E 9 is to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

References : Files, Headquarters Support Command, 2501/110/3041 and 2601/79/40

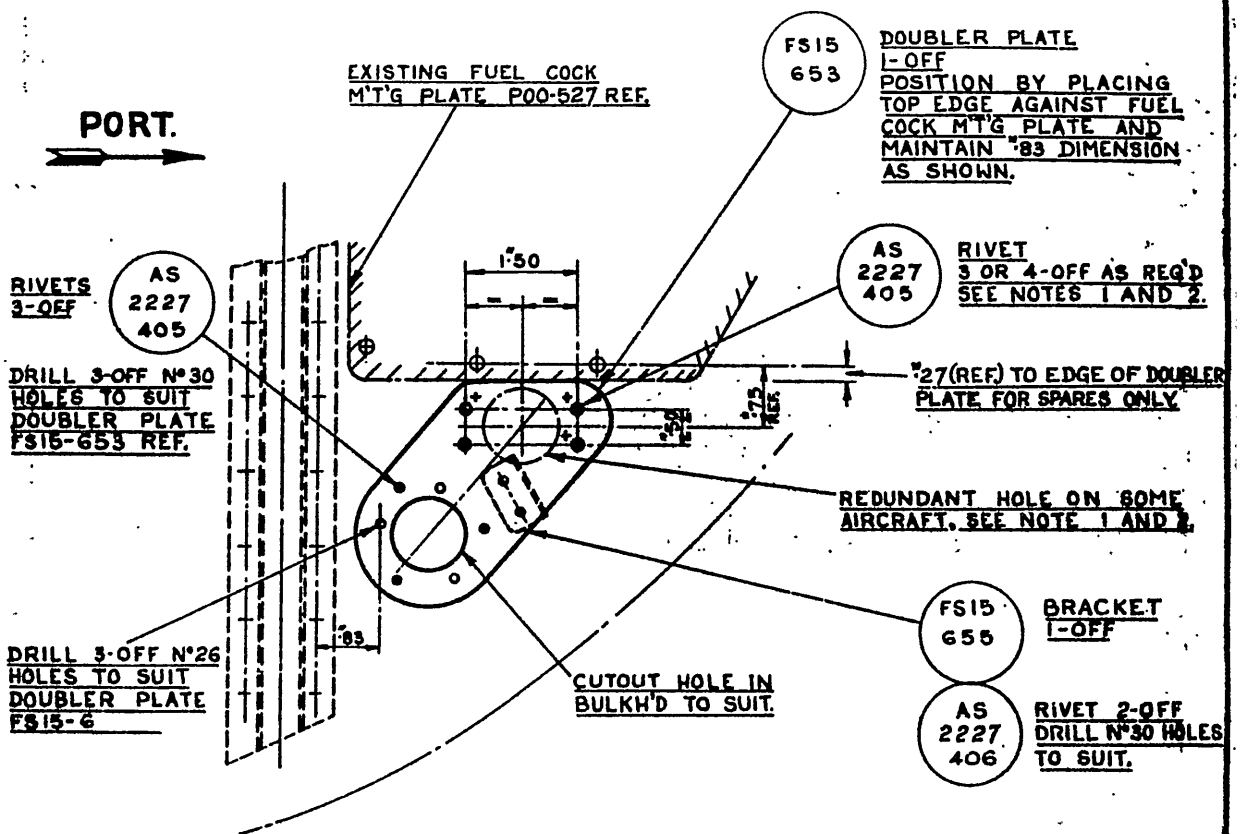
Attachments : Drawing No A14024, Sheets 1 and 2

Date of Issue : 30th May 1962

(Issued with A/L 246 - May 1962)

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED
1	21·8·61				



VIEW ON F'W'D FACE OF BULKHEAD N° 4
(LOWER PORT SIDE.)

NOTES.

1. IF BLANKING PLATE FS15-167ND 16 FITTED, REMOVE & DISCARD IT & DRILL 4-OFF N° 30 HOLES CODED ◐ FROM EXISTING HOLES IN BULKHEAD.
2. IF BLANKING PLATE FS15-167ND IS NOT FITTED, DRILL 3-OFF N° 30 HOLES CODED +.
3. REMOVE EXISTING NOTE "WATER DRAIN PLUG INSIDE" STENCILLED ABOVE BOTH CANNON BAY DOORS.
4. STENCIL IN ½" HIGH RED LETTERS ON THE PORT CANNON BAY DOOR IN LINE WITH THE DRAIN COCK "WATER DRAIN COCK INSIDE. INSTALL LOCKING PIN AFTER USE." (THE HEAD OF THE ARROW TO INDICATE THE PORT LOWER INSPECTION DOOR.)

DE HAVILLAND DRAWING N° OOM 491 SHEET 1 OF 2

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND	FUEL, DRAIN COCK INSTALLATION.

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD. 362
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.(E.)		SCALE		DRAWING NO.	A-14024 SHT. 1
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED
1	21·8·61				

REMOVE EXISTING BLANKING PLUG & SEALING WASHER – FIT.

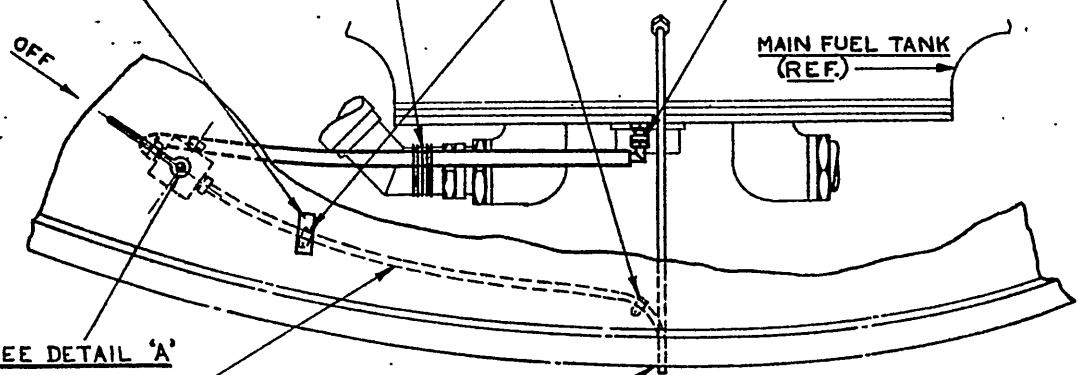
DL 3228 25 — DUNLOP HOSE 1-OFF BIND AS SHOWN.

P15 613 — REDUCING UNION 1-OFF.

AGS 1138 A — JOINTING WASHER 1-OFF.

EXISTING CLAMP BLOCK ON AFT FACE OF BULKH'D 4.

PICK UP WITH EXISTING 2BA BOLTS.



SEE DETAIL 'A'

IF NECESSARY, ENLARGE EXISTING CUTOUT IN CANNON BAY DOORS TO ACCOMADATE DRAIN PIPE P15-611ND IN LINE WITH EXISTING FILLER NECK & BOOSTER PUMP DRAIN PIPE.

P15 611 ND — TUBE 1-OFF

AGS 952 B — COLLAR 1-OFF

AGS 1142 B — NIPPLE 1-OFF

AGS 904 B — SLEEVE 1-OFF

AS 3181 4C — 'P' CLIP 2-OFF.

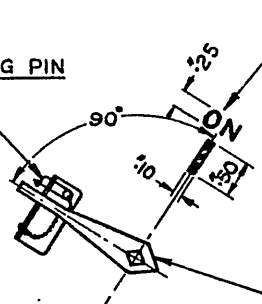
VIEW LOOKING F'W'D ON AFT FACE OF BULKHEAD N° 4
(WITH PORTION OF BULK'D REMOVED.)

AN 416 1 — LOCKING PIN 1-OFF

OR

AGS 1551 2

ATTACH LOCKING PIN TO BRACKET WITH APPROX 6" OF WAXED CORD.



P15 607 A — FUEL COCK 1-OFF

AS 1246 1B — BOLT 3-OFF

AGS 2035 B — WASHER 3-OFF

DETAIL 'A'

DE HAVILLAND DRAWING Nº 00M491 SHEET 2 OF 2.

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND	FUEL DRAIN COCK INSTALLATION.

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD 362
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.C.21		SCALE		DRAWING NO.	A-14024 SHT.2
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

AAP 721:79, VOLUME 2, PART 2 VAMPIRE MODIFICATION NO 363

Class: 2

WING RIB NO 2 - REINFORCING

Introduction

1. Numerous cases of cracking and buckling in Wing Rib No 2 Web have been reported, and considered to result from heavy landings transmitting excessive loads through the undercarriage attachment points.

In order to strengthen the affected area and reduce the probability of further cracking, this modification introduces a flanged 16 SWG steel reinforcing plate in accordance with DH (Aust) repair schemes RSOO 1501 and RSOO 1502.

Application

2. Vampire Mk 35 and Mk 35A - All aircraft except the following, which have already been modified to an equivalent standard by De Havilland Aircraft Pty Ltd, Bankstown. These aircraft are to be certified as called for in para 19, provided either wing has not been changed since 20th January 1956. If either wing has been changed since this date a physical check is to be made on the new wing before certifying. See para 17.

(a) Aircraft, modified to an equivalent standard on the port wing only, which have not been certified as having V363 - Port incorporated.

A79-616, 801, 816, 820.

(b) Aircraft, modified to an equivalent standard on the starboard wing only, which have not been certified as having V363 - Stbd. incorporated.

A79-807, 824.

(c) Aircraft, modified to an equivalent standard on both port and stbd. wings, which have not been certified as having V363 incorporated.

A79-602, 603, 611, 613, 614, 632, 633, 634, 808, 813, 814, 818, 819, 822, 830, 833.

Man-Hours and Trade Musterings Involved

3. Approximately 1040 man-hours are required to incorporate this modification. RAAF trade musterings involved - Not applicable.

(Issued with A/L 247 - July 1962)

When Modification is to be Incorporated

4. This modification is to be carried out as and when directed by Headquarters, Support Command. Under normal circumstances the incorporation will be made when the mainplanes are damaged in excess of the limits laid down in STI Vampire/62 or when the aircraft is returned to the contractor for fatigue life replacement of the mainplane lower root end fittings.

Responsibility for Incorporation

5. This modification is to be incorporated by De Havilland Aircraft Pty Ltd, at Bankstown.

Equivalent Modifications

6. Air Ministry Modifications VAM 3494 and 3640. De Havilland (Aust) Mod No V363.

Note: The following DH (Aust) repair schemes (a), (b) or (c) satisfy the requirements of Mod V363:

(a) RS00 1501 and RS00 1502.

(b) RS00 175 and RS00 377.

Note: RS00 175 calls for a fitment of reinforcing plates RS00 140ND, 142ND on the port wing and RS00 139ND, 141ND on the stbd wing.

RS00 377 calls for fitment of an unflanged reinforcing plate RS00 457ND on the port and stbd wing.

(c) EOI 2685.

Orders or Instructions Superseded or Cancelled

7. Not applicable.

Special Tools, Jigs, etc

8. Not applicable.

Drawings

9. Drawings RS00 1501 and RS00 1502 are required. Copies may be obtained by demand on De Havilland Aircraft Pty Ltd, Bankstown NSW.

(Issued with A/L 247 - July 1962)

Drawing A14100 is attached.

Modifications Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	Qty	Stores Class
1		RS00 1503	Plate, Reinforcing, Port	1	
2		RS00 1504	Plate, Reinforcing, Stbd	1	
3		RS00 139ND	Plate, Corner Reinforcing, Fwd. Stbd.	1	
4		RS00 140ND	Plate, Corner Reinforcing, Fwd. Port.	1	
5		RS00 141ND	Plate, Corner Reinforcing, Rear Stbd.	1	
6		RS00 142ND	Plate, Corner Reinforcing, Rear Port.	1	
7	H28/12531	A25/3C	Bolt, HTS Hex Hd 2BA x .75" long	10	
8	H28/1200119	A25/4C	Bolt, HTS Hex Hd 2BA x .85" long	10	
9	H28/12533	A25/5C	Bolt, HTS Hex Hd 2BA x .95" long	2	
10	H28/12514	A25/7C	Bolt, HTS Hex Hd 2BA x 1.15" long	66	
11	H28/12519	A25/3E	Bolt, HTS Hex Hd ¼" BSF x .8" long	24	
12	H28/12520	A25/4E	Bolt, HTS Hex Hd ¼" BSF x .9" long	22	
13	H28/12542	A25/5E	Bolt, HTS Hex Hd ¼" BSF x 1.0" long	10	
14	H28/12633	A25/7E	Bolt, HTS Hex Hd ¼" BSF x 1.2" long	12	
15	H28/27025	AGS2001C/1	Nut, MS Hex Nyloc Insert, 2BA	88	
16	H28/27026	AGS2001E/1	Nut, MS Hex Nyloc Insert, ¼" BSF	68	
17	H28C/12252	SP13/C	Washer, MS Plain, .202" ID	88	
18	H28C/12253	SP13/E	Washer, MS Plain, .270" ID	68	

Supply

11. Modification sets are to be obtained as follows:-

Items 1, 4, 6 and half quantity of items 7 to 18 inclusive.

Demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown, for Vampire Modification No 363 - Port.

Items 2, 3, 5 and half quantity of items 7 to 18 inclusive.

Demand on Modification Centre, De Havilland Aircraft Pty Ltd Bankstown, for Vampire Modification No 363 - Starboard.

Method and Sequence of Incorporation

12. This modification is to be incorporated by the civilian contractor, De Havilland Aircraft Pty Ltd, in accordance with repair schemes (paragraph 6 refers) and drawings RS00 1501 and RS00 1502.

Items Removed

13. Not applicable.

Action on Items Removed

14. Not applicable.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. The following spares are affected and are to be modified at the direction of Headquarters Support Command:

	Ident No	Part No	Nomenclature	Remarks
(a)	A79/504430	W15-1407A/8	Plane, main, Port, Mk 35A (C/W Controls, Fuel Lines Piping, Electrical Services and Undercarriage)	Rework to RS00 1501 and Repart No W15-1407A/9 and Ident No A79/504504.
(b)	A79/504431	W15-1409A/8	Plane, Main, Stbd. Mk 35A (C/W Controls, Fuel Lines Piping, Electrical Services and Undercarriage)	Rework to RS00 1502 and Repart No W15-1409A/9 and Ident No A79/504505

(Issued with A/L 247 - July 1962)

	Ident No	Part No	Nomenclature	Remarks
(c)	A79/504424	W15-1041A/8	Plane, Main, Port, Mk 35 (C/W Controls, Fuel Lines Piping, Electrical Services and Undercarriage)	Rework to RSOO 1501 and Repart No W15-1041A/9 and Ident No A79/504506.
(d)	A79/504425	W15-1043A/8	Plane, Main, Stbd, Mk 35 (C/W Controls, Fuel Lines Piping, Electrical Services and Under-carriage)	Rework to RSOO 1502 and Repart No W15-1043A/9 and Ident No A79/504507.

A partial modification set will comprise:-

For Spares (a) and (c): a complete "Port" modification set. Set to be obtained by demand on Modification Centre, De Havilland Aircraft Pty Ltd for Vampire Modification No 363 Port.

For Spares (b) and (d): a complete Stbd modification set. Set to be obtained by demand on Modification Centre, De Havilland Aircraft Pty Ltd, for Vampire Modification No 363 Stbd.

Unit maintenance spares holdings of the above items are to be returned to the holding stores depot.

Headquarters Support Command is responsible that stores depot stock holdings of the above items are modified before fitment to aircraft.

Additional Information

17. To physically check the incorporation of this modification in a wing, proceed as follows:-

(a) Remove the slinging attachment panel above the main undercarriage.

(b) Refer to drawing A14100 (De Havilland (Aust)) drawing (OOM 492). A mirror and light will be needed to check for the reinforcing plate as shown on the drawing.

Tests

18. Not applicable.

Recording

19. (a) On incorporation in the port wing record:-

(i) "V363" on the port wing modification plate.

(ii) "V363 - Port" in the aircraft log book.

(b) On incorporation in the starboard wing record:-

(i) "V363" on the stbd wing modification plate.

(ii) "V363 - Stbd" in the aircraft log book.

(c) On incorporation in both port and stbd wings record:-

(i) "V363" on the port wing modification plate.

(ii) "V363" on the stbd wing modification plate.

(iii) "V363" on the aircraft log book.

(d) Record on Form E/E 78.

Forms E/E 9 are to be submitted.

Weight Sheet Summary

20. Amendments to Weight Sheet Summaries will be consolidated and issued by Headquarters Support Command.

The effect of this modification on the weight and balance of the aircraft is as follows:-

Item	Weight (lb) ±	Arm (in) ±	Moment (lb in) ±
Reinforcing Plates	+ 4.6	+ 19.5	+ 90

References: Files, Headquarters Support Command, 2501/110/3169 and 2601/110/23

Attachments: Drawing A14100

Date of Issue: 23rd July 1962

(Issued with A/L 247 - July 1962)

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D.I.L.	INITIALS	APPROVED
1	18-10-61				

VIEW ON THE REAR INBOARD FACE OF THE 'D' HOLE IN RIB NO. 2

DE HAVILLAND DRAWING OOM492 SHEET 1 OF 1 SHEETS

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND	PHYSICAL CHECK FOR EMBODIMENT OF MOD. 363

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD. 363
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.E.21		SCALE		DRAWING NO.	A-14100
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

AAP 721:79, VOLUME 2, PART 2 VAMPIRE MODIFICATION NO 364

Class 2

ELECTRICALLY OPERATED FUEL BOOSTER PUMP - INTRODUCTION OF TEST SWITCH AND TEST SOCKET

Introduction

1. (a) To provide facilities for checking the serviceability of the fuel booster pump motor, this modification introduces a test switch and test socket on the main electrical junction box in the cockpit. With a suitable range ammeter plugged into the test socket and an external power supply connected to the aircraft, the booster pump motor may be run by operating the spring loaded test switch and the motor operating current read from the ammeter. On fitting the test switch and socket, pre-flight checks of the motor operating current can be quickly and easily carried out, thus giving an indication of the condition of the booster pump motor.

(b) Where practicable, this modification should be incorporated concurrently with Vampire Modification No 367.

Application

2. All Vampire Mk 35 and Mk 35A aircraft.

Man-Hours and Trade Mustering Involved

3. Approximately 36 man-hours will be required to carry out the modification. The trade musterings responsible are:-

(a) Electrical Fitter : 33 man-hours (Para 12(d), (e), (f), (g), (h), (l), (m), (n))

(b) Armament Fitter : 2 man-hours (Para 12(a), (c), (j), (o))

(c) Airframe Fitter : 1 man-hour (Para 12(b), (k))

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable aircraft as soon as possible but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

5. The modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for the servicing of Vampire aircraft.

(Issued with A/L 244 - April 1962)

Equivalent Modifications

6. De Havilland Modification No V364 is an equivalent modification.

Orders and Instructions Superseded or Cancelled

7. Not applicable.

Special Tools, Jigs, etc

8. Not applicable.

Drawings

9. Drawing No A14020, Sheets 1 and 2 attached.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	NI	N15-1351	Label	1	C
2	G105C/606	AN3023-8	Switch DPST Momentary ON	1	A
3	G5C/599	G6010	Socket Type G	1	A
4	G5C/881	G6688	Fuse Type 'S' 10 Amp	1	C
5	G5X/3238	Z27323	Pins Plug 7 Amp	2	C
6		H237D	Hoelle Terminal	5	C
7	H28C/2863	A32/B16	Screws MS Rd Hd 4 BA x $\frac{1}{2}$"	2	C
8	H28/27032	AGS 2002-B1	Stiffnuts 4 BA MS Nyloc	2	C
9	H128F/31154	AN515-6-6	Screws MS Rd Hd 6-32 x $\frac{3}{8}$"	2	C
10	G5E/30161	-	Cable Electric AA16 One Core Vin	4'6"	C

Supply

11. Modification sets are to be obtained as follows:-

Items 1 - 10 : Demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown, NSW, for Vampire Modification No 364.

(Issued with A/L 244 - April 1962)

Method and Sequence of Incorporation

12. (a) Open canopy and render both ejection seats safe.

(b) Remove the canopy hatch from the aircraft.

(c) Remove the starboard ejection seat from the aircraft.

(d) Isolate all sources of power from the aircraft electrical system.

(e) Disconnect and remove junction box No 1 from the aircraft.

(f) Using items 1 to 10, rework the junction box in accordance with the attached drawing.

(g) Alter the part number of the junction box to "N15-617A/5".

(h) Install the modified junction box in the aircraft.

(j) Install the starboard ejection seat.

(k) Refit the canopy hatch.

(l) Reconnect the aircraft batteries.

(m) Connect external power supply and functionally check all electrical services to ensure correct reconnections have been made.

(n) Functionally check the new installation as detailed at paragraph 18.

(o) Re-arm both ejection seats.

Items Removed

13. Not applicable.

Action on Items Removed

14. Not applicable.

Action on Stock Holdings of Removed Items

15. Not applicable.

(Issued with A/L 244 - April 1962)

Modification of Spares

16. Not applicable.

Additional Information

17. (a) G5C/598 Socket Type G will be required to connect the ammeter to the test socket when carrying out tests as detailed at paragraph 18.

(b) The applicable servicing schedule will be amended to include the requirements of paragraph 18 as a pre-flight check.

Tests

18. (a) Ensure the booster fuel pump is immersed in fuel.

(b) Connect a suitable range ammeter to the fuel pump test socket on Junction Box No 1.

(c) With external power connected, operate the test switch and observe the ammeter reading. With 28 volts applied, a steady reading of not more than 8.5 amps will indicate a serviceable booster pump motor.

Recording

19. Record incorporation of the modification as follows:-

(a) In the airframe log book.

(b) On Form E/E 78 (Modification Progress Chart).

(c) Modification Incorporation Certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. Incorporation of the modification will have negligible effect on the weight and balance of an aircraft.

References : Files, Headquarters Support Command, 2501/110/3030 and 2601/79/67

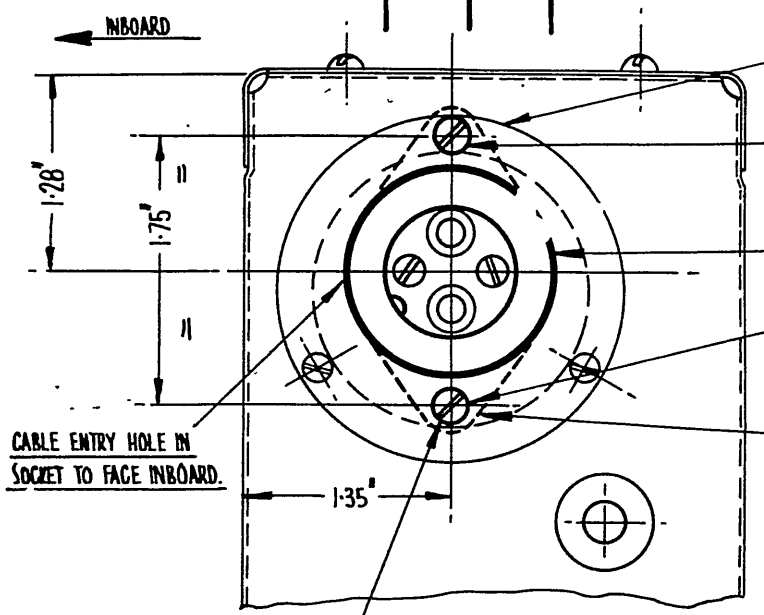
Attachments : Drawing No A14020, Sheets 1 and 2

Date of Issue : 26th April 1962

(Issued with A/L 244 - April 1962)

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED
1					



EXISTING BLANKING PLATE (ON MK.35A A/C ONLY) TO BE RETAINED.

ENLARGE EXISTING HOLE (MK.35A A/C ONLY) TO Nº 27 DRILL OR ADD A NEW Nº 27 DRILL HOLE (MK.35 A/C ONLY).

CUT 1·38" DIA. HOLE IN BLANKING PLATE (MK.35A A/C ONLY) OR IN REAR END PLATE (MK.35 A/C ONLY)

DRILL Nº 27 HOLE IN BLANKING PLATE (MK.35A A/C ONLY) OR IN REAR END PLATE (MK.35 A/C ONLY)

CABLE ENTRY HOLE IN SOCKET TO FACE INBOARD.

G5C/599	SOCKET 1 OFF. (MOUNT FLANGE INSIDE J.BOX)
A32/B16	SCREWS 2 OFF.
AGS 2002 B1	STIFFNUTS. 2 OFF.

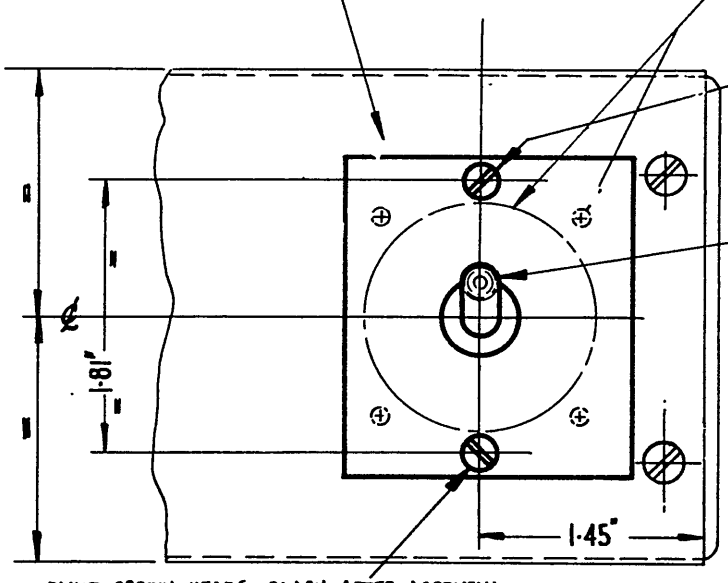
PAINT SCREW HEADS BLACK AFTER ASSEMBLY.

VIEW LOOKING FORWARD ON REAR END OF JUNCTION BOX.

REMOVE EXISTING BLANKING PLATE (FITTED ON MK.35A A/C ONLY) & DISCARD.

EXISTING HOLES IN TOP PLATE OF JUNCTION BOX (MK.35A A/C ONLY)

DRILL 2 HOLES Nº 27 DRILL



G105C/606	SWITCH - 1OFF. (MOUNT FROM INSIDE OF JUNC. BOX WITH TOGGLE IN 'OFF' POSITION AS DRAWN)
N15-1351	LABEL - 1OFF.
AN 515-6-6	SCREWS - 2 OFF.

VIEW LOOKING DOWN ON AFT END OF TOP PANEL OF JUNCTION BOX.

PAINT SCREW HEADS BLACK AFTER ASSEMBLY.

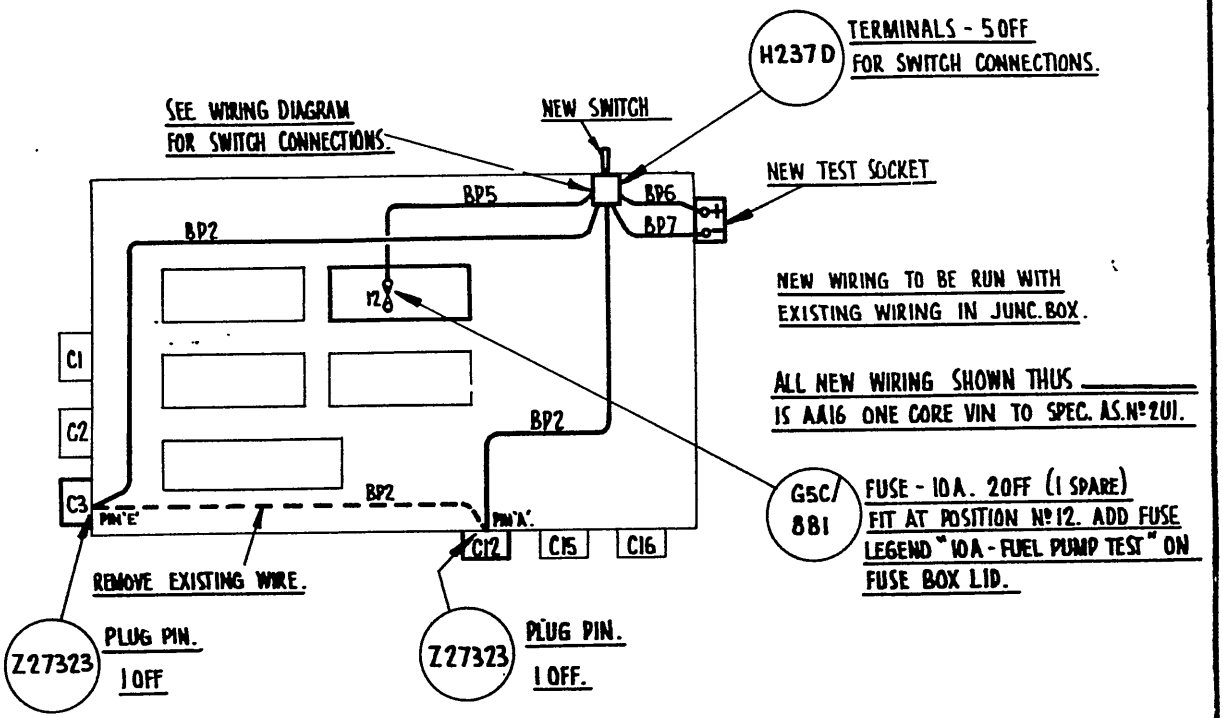
DE HAVILLAND DRG. Nº 00M480 SHT 1 OF 2 SHTS

REFERENCE	ISSUED BY	TITLE
		INTRODUCTION OF FUEL PUMP TEST SOCKET & TEST SWITCH.

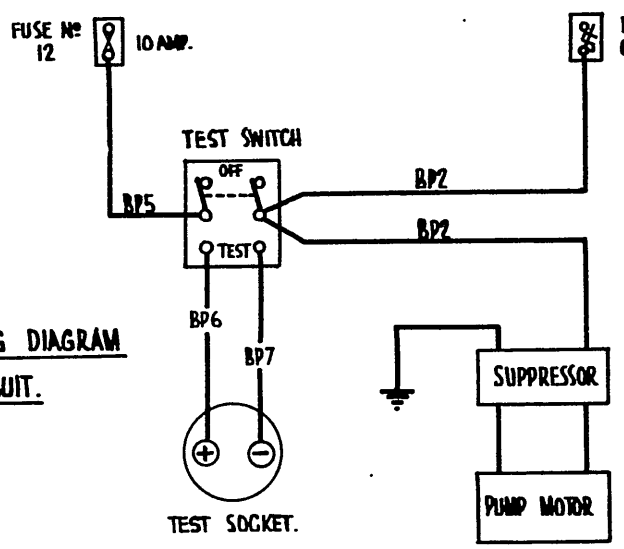
LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMP MOD 364.
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.E.21		SCALE		DRAWING NO.	A-14020 SHT 1 OF 2 SHTS
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	Q. I. L.	INITIALS	APPROVED
1					



MOD. TO INTERNAL WIRING OF JUNCTION BOX Nº 1.



SCHEMATIC WIRING DIAGRAM
OF MODIFIED CIRCUIT.

DE HAVILLAND DRG. Nº 00M480 SHT. 2 OF 2 SHEETS.

REFERENCE	ISSUED BY	TITLE
		INTRODUCTION OF FUEL PUMP TEST SOCKET & TEST SWITCH.

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ± °	FINISH		TECH. ORDER	VAMP. MOD. 364.
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.E.121		SCALE		DRAWING NO.	A-14020 SHT 2 OF 2 SHTS
		DRAWN	APPROVED		DRWG. A SIZE
		RACED	CHECKED		

Class 2

HYDRAULIC RESERVOIR OIL LEVEL REFLECTOR - INTRODUCTION

Introduction

1. This modification introduces a reflector in the hydraulic reservoir level indicator.

This modification improves the visibility of the hydraulic oil level in the hydraulic reservoir.

Application

2. Vampire Mk 35, 35A - all aircraft except A79-661 which was modified as a trial installation.

Man-Hours and Trade Musterings Involved

3. Approximately 6 man-hours are required to incorporate this modification.

The RAAF trade mustering involved is airframe fitter.

When Modification is to be Incorporated

4. This modification is to be carried out on all applicable Vampire aircraft as soon as possible but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots, and civilian contractors responsible for servicing Vampire Aircraft.

Equivalent Modifications

6. De Havilland (Aust) Modification V365 is an equivalent modification.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, etc

8. Nil.

Drawings

9. Drawing A14205 is attached.

(Issued with A/L 248 - July 1962)

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	NI	S15-1419	Reflector - Hydraulic Reservoir	1	C
2	NI	S15-1421	Spacer - Hydraulic Reservoir	1	C
3	NI	S15-1423	Gasket - Hydraulic Reservoir	1	C
4	A79/504513	S15-1425	Window - Hydraulic Reservoir	1	C
5	NI	S15-1427	Securing Ring - Hydraulic Reservoir	1	C
6	A79/501054	Q00 874	Washer - Fibre	14	C
7	A79/503198	Q00 3559	Gasket - Hydraulic Reservoir	2	C
8	H28/12529	A25/4B	Bolt, HTS Hex Hd 4BA x .8" long	14	C
9	K3/321		Enamel, cellulose, black, to spec K18	AR	C
10	K3/356		Colour, Identification, Glossy white, to spec DTD 772A	AR	C
11	K3/398		Compound, Sealing, Plastic Hermatite No 1310 Heavy	AR	C
12	9150-910-0572		Hydraulic Fluid, Petroleum based OM-15	AR	C

Supply

11. Modification sets are to be obtained as follows:-

Item 1 - 8 Demand on Modification Centre, De Havilland Aircraft, Pty Ltd Bankstown for Vampire Modification No 365.

(Issued with A/L 248 - July 1962)

Item 9 - 12 Draw from unit stores.

Method and Sequence of Incorporation

12. The airframe fitter is responsible for the complete installation:-

(a) Release all hydraulic pressure and drain the hydraulic reservoir in accordance with AAP 721:79/33 Vol 1 Sect 3 Chap 6.

(b) Remove the existing hydraulic reservoir window (part No Q00 3557), complete with a gasket (part No Q00 3559) a securing ring (part No Q00 3563), 14 bolts (part No A25/2B) and 14 washers (part No Q00 874).

Discard all the above items except the window.

(c) Temporarily cover the exposed hole in the hydraulic reservoir to ensure that no foreign matter can enter.

Note: During manufacture, the window was drilled from the nut ring after it was secured to the inside of the tank shell, and the hole positions could vary with each reservoir. Therefore great care is to be taken when drilling the new components in the following manner.

(d) Clamp the securing ring (item 5), window (item 4) gasket (item 3), spacer (item 2) and the original window in the order shown at Detail "A" of the drawing.

(e) Spot the spacer from the 14 holes in the original window with No 26 drill. Then drill through 3/32" dia ensuring that the holes are being drilled at right angles to the face of the window.

(f) Discard the original window, clamp the gasket (item 7) between the reflector (item 1) and the inside face of the spacer. Drill 14 holes 3/32" dia in the reflector from the spacer.

(g) Using a gasket (item 7) between the reflector and the reservoir check that the holes in the reflector line up with the holes in the reservoir.

Note: Care is to be taken to ensure that no foreign matter enters the reservoir.

(h) Open out all 3/32 dia holes with No 27 drill de-burr and clean all components.

(j) Refer to the drawing and assemble items 1 to 8 inclusive to the reservoir using plastic hermatite (item 11) on both sides of the 3 gaskets.

(k) Touch up where required with black paint (item 9).

(l) Refer to the drawing, and retouch the red level line and the words "FLUID LEVEL ACCUM EMPTY", with white paint (item 10).

(m) Repart No the reservoir from 15S 787A to 15S 787A/4/41.

(n) Re-fill the reservoir with hydraulic fluid (item 12), to the fluid level.

Items Removed

13. The following items are removed on incorporation of this modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
13	A79/501054	Q00 874	Washer, Fibre	14	C
14	A79/503199	Q00 3557	Window, Perspex	1	C
15	A79/503198	Q00 3559	Gasket, Perspex Window	1	C
16	H28/12511	A25/2B	Bolt HTS 4BA x 6" long	14	C
17	NIV	Q00 3563	Ring securing	1	C

Action on Items Removed

14. The removed items listed above have no further application to this use and are to be actioned as follows:-

Items 13 to 17 incl To be discarded.

Action on Stock Holdings of Removed Items

15. Items 13 - 16 Retain as current stock.

(Issued with A/L 248 - July 1962)

Item 1417 Items are obsolescent and are to be disposed of in accordance with authorised current procedure when all applicable aircraft are modified.

Modification of Spares

16. The following spare is affected and is to be modified at the direction of Headquarters Support Command:-

Ident No	Part No	Nomenclature	Remarks
A79/504113	15-S-787A	Reservoir Assy Hydraulic	Rework to para 13 and re-identify as part No 15S-787A/41 and Ident No A79/504512

Notes: (a) A complete aircraft modification set will be required to modify the above spare. Set to be obtained by demand on Modification Centre, De Havilland Aircraft Pty Ltd for Vampire Modification No 365.

(b) Unit maintenance spares holdings of the above item are to be modified in accordance with paragraph 12.

(c) Support Command is responsible that stores depot stock holdings of the above item are modified before fitment to aircraft.

Additional Information

17. Nil.

Tests

18. Check the hydraulic window for leaks.

Recording

19. Record Incorporation of the modification as follows:-

(a) In airframe log book.

(b) Alter part number of the hydraulic reservoir (see para 12(m)).

(c) On form E/E 78 (Modification progress chart).

(d) Modification Incorporation Certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4.

(e) Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

References : Files, Headquarters Support Command, 2501/110/3310 and 2601/79/41

Attachment : Drawing A14205

Date of Issue : 30th July 1962

(Issued with A/L 248 - July 1962)

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	B.I.L.	INITIALS	APPROVED

SECURING RING S15-1427 (ref.)

WINDOW S15-1425 (ref.)

GASKET S15-1423 (ref.)

SPACER S15-1421 (ref.)

OLD WINDOW Q003557 (ref.)

DETAIL A

SEE OPERERATION 13(d)

NOTE:

NO DRILLING OR TAPPING IS TO BE CARRIED OUT IN THE VICINITY OF THE HYDRAULIC RESERVOIR. FOR METHOD OF DRILLING THE NEW SECURING RING, WINDOW, GASKET, SPACER, AND REFLECTOR SEE OPERATION 13(d) TO 13(h)

RETOUCH WORDS FLUID LEVEL ACCUM. EMPTY WITH WHITE PAINT

RETOUCH THE LEVEL LINE WITH WHITE PAINT & EXTEND IT TO THE EDGE OF THE WINDOW

REPART No. THE RESERVOIR FROM 15S-787A TO 15S-787A/41

REMOVE THE EXISTING GASKET WINDOW & SECURING RING WITH THEIR ATTACHING BOLTS & WASHERS. REPLACE WITH:-

- S15 1427 — SECURING RING 1 off
- S15 1425 — WINDOW 1 off
- S15 1423 — GASKET 1 off SEAL WITH PLASTIC HERMATITE
- S15 1421 — SPACER 1 off
- S15 1419 — REFLECTOR 1 off
- Q00 3555 — GASKET 2 off SEAL WITH PLASTIC HERMATITE
- A25 4B — BOLT 14 off
- Q00 847 — FIBRE WASHER 14 off

VIEW ON HYDRAULIC RESERVOIR

DE HAVILLAND DRAWING NO. OOM 1365 SHEET 1 of 1 SHEETS.

REFERENCE	ISSUED BY	TITLE
		HYDRAULIC RESERVOIR OIL LEVEL REFLECTOR -INTRODUCTION-

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	VAMPIRE Mk. 35, 35A.
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD. No. 365.
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.X21		SCALE		DRAWING NO.	A 14205
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

Class 2

RADIO - REPOSITIONING OF AERIAL TYPE 226/1 TO THE UNDERSIDE OF THE PORT BOOM

Introduction

1. (a) The Reason for the Modification

The existing aerial position has proved unsatisfactory when used with the AN/URD-2A for VDF let-down.

(b) Description and Features by which the Modification can be Recognised

The aerial is repositioned to the underside of the port boom.

(c) Relationship with Other Modifications

Nil.

(d) Reason of Classification

Improved operational aspects.

(e) Effect on Servicing and/or Ground Handling

Nil.

(f) Effect on Aircraft Limitation

Nil.

(g) Effect on Aircrew Operation

Nil.

(h) Number of Parts Comprising the Order

One.

Application

2. Vampire trainer Mk 35 all aircraft.
Vampire trainer Mk 35A all aircraft except A79-808 which has been modified as a trial installation.

Man-Hours and Trade Mustering Involved

3. Approximately 11 man-hours are required to incorporate this modification. The musterings responsible are:-

Airframe Fitter 9½ man-hours
Radio Technician 1½ man-hours.

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable aircraft as soon as practicable but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. De Havilland Modification No V366.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs etc

8. Nil.

Drawings

9. Drawing A14273 (De Havilland drg .00M1366 Sheets 1-2)are attached.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No off per set	Stores Class
1		R15-343A	Reinforcing Plate	1	
2		R15-339A	Aerial Mounting Bracket	1	
3		R15-335	Cover Plate	1	
4		R15-333	Grommet Plate	1	
5	5320 P/No	AS1242/3C	Bolt, steel, HT Csk Hd 90° 2BA x .7" long	8	
6	H128F/61880	AS2229/407	Rivet, Csk Hd 90° Al Al 1/8" dia x 7/16" long	12	
7	H28/27025	AGS2001/C1	Nut, steel, mild, Hex Nyloc Insert 2BA	8	

(Issued with A/L 253 - Oct 1962)

Item No	Ident No	Part No	Nomenclature	No off per set	Stores Class
8	H28C/12355	SP16/C	Washer, Al Al, Plain thick 12SWG	4	
9	K4/152		Beeswax	AR	
10	I32A/94		Cord, Stringing, Spec 4F35	AR	
11	K3/353		Compound, Jointing Spec DTD 369A	AR	
12	K3/365		Covering, Camouflage, high speed, Aluminium Spec DTD 772A	AR	
13	K3/342		Colour, Identification, Glossy White, RAAF Spec 3125	AR	
14	K3/167		Dopes, cellulose, finishing Clear DTD 772A	AR	
15	K3/386		Compound, sealing, Bostik 1751	AR	
16	K3/387		Cement, adhesive, Bostik 1790	AR	

Supply

11. Modification sets are to be obtained as follows:-

Items 1 to 8 Demand on modification centre, De Havilland Aircraft Pty Ltd, for Vampire Modification No 366.

Items 9 to 16 Draw from unit stores.

Method and Sequence of Operations

12. The airframe fitter is responsible for sub-paras (a) & (c) to (p) inclusive and (r), (s), (t) and (u).

The radio technician is responsible for sub-paras (b) and (q).

(a) Locate and remove the inspection panels adjacent to the existing VHF aerial in the port boom.

(b) Disconnect the existing aerial connector from the VHF aerial and push it back along the boom out of the way.

(c) Working on the top surface of the boom, unscrew the four screws holding the grommet plate and remove this unit with the grommet attached. Retain the grommet and screws for reuse but discard the plate.

(d) Unscrew the four screws holding the aerial mounting bracket, and stiffnuts holding the clips for the aerial stub. Remove the bracket complete with the aerial

attached (not fitted to spare booms) then fit the existing screws back into position and tighten up against new washer (item 8) and stiffnut (item 7) 4 off of each. Discard clips and stiffnuts used for aerial stub.

(e) Obtain cover (item 3) 1 off and using existing screws removed in sub-para (c) and jointing compound (item 11), fit the cover over the redundant hole.

(f) Refer to drawing sheet 2 and locate the new position for the VHF aerial, exactly on the vertical centre line of the port boom. Mark the position by drilling a 1/8" dia hole normal to the boom profile.

(g) Obtain the new grommet plate (item 4) and by placing it in its exact position, ie symmetrically around the 1/8" dia hole and with the long sides running fore and aft and formed hard against the underside of the boom, spot through each hole and drill 4 No 11 holes, each normal to the boom profile.

(h) Fit Reinforcing Plate (item 1) inside the boom skin and symmetrically around the 1/8" dia hole with the four anchor nuts in line with the four holes drilled in sub-para (g). Using screws (item 5) 4 off temporarily assemble the Reinforcing Plate to the boom.

(j) Using the reinforcing plate as a template, drill 12 - 1/8" dia holes through the boom skin and normal to it. Countersink the underside of the boom to suit rivets (item 6). Remove the reinforcing plate and deburr.

(k) Assemble the reinforcing plate using compound (item 11) as required and rivet it to the boom making sure the rivet heads are completely flush with the outside boom surface.

(l) Open up the original 1/8" dia hole at the centre position to become the same diameter as the existing hole in the reinforcing plate, ie 1.5" diameter.

(m) Obtain aerial mounting bracket (item 2) 1 off, assemble the existing aerial, type 226/1 to it (obtain the aerial Ident No Y10B/500123 from stores for spare boom rework after which return to stores) using existing screws and new stiffnuts (item 7) 4 off and with the aerial bonding strips fitted under the attaching stiffnuts. Place this unit inside the boom with the aerial spike slanting aft.

(Issued with A/L 253 - Oct 1962)

(n) Position the feet of the bracket across the reinforcing plate at right angles to the centre line of the boom and with the aerial spike concentric with the 1.5" diameter hole in the boom, drill four No 11 holes positioned from the bracket, normal through the boom. Clean out all metal filings and waste materials.

(o) Countersink the outer surface of the boom to suit the screws (item 5) 4 off and after doing this, assemble the aerial mounting bracket with aerial attached, (without aerial attached for spare booms) to the boom using the above screws.

(p) Obtain the new grommet plate previously used as a template, fit the existing grommet (not fitted to spare booms) retained in sub-para (c) slide the plate along the aerial spike, smear mating surfaces with Bostik (item 15 & 16) as required, and attach to the boom using screws as called for in sub-para (h). Note:- (Bostik is not to be used on spare booms and existing blank grommet is to be fitted in hole).

(q) Refer to drawing sheet 1, and route the existing co-axial aerial connector as shown using cord (item 10) as required treated with Beeswax (item 9) as required; lay the aerial stub along the existing pitot head pipes, bind it at two places and finally connect the co-axial connector to the stud on the aerial.

(r) Replace the existing inspection panels removed in para (a).

(s) Remove the tail fairing at the end of the port boom and after carrying out recording action as detailed in para 22(a), refit the tail fairing back into position.

(t) Using covering (item 12) as required, treat the top surface of the boom locally at the covered redundant hole and the bottom surface of the boom locally around the aerial position, taking care not to spray paint on the aerial spike and grommet.

(u) Obtain colour (item 13) as required and brush on symmetrically around the aerial over an area of 6" diameter, and finish with Dope (item 14) as required, over the white paint. Care must be taken to keep the paint off the aerial spike and grommet.

Items Removed

13. The following items are removed on incorporation of this modification:-

(Issued with A/L 253 - Oct 1962)

Item No	Ident No	Part No	Nomenclature	No off per set	Stores Class
17	-	N001913A	Aerial Bracket	1	
18	-	N001909	Grommet Plate	1	

Action on Items Removed

14. Items 17 and 18 - To be discarded.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. The following spare is affected and is to be modified at the direction of Headquarters Support Command.

Ident No	Part No	Nomenclature	Remarks
A79/504487	TB15-23A/4	Boom and Fin - Part	Rework in accordance with Para 12, sub-para (a),(c) to (p) inclusive (r),(t) and (u) Re-part number to TB15-23A/5 and re-identify to A79/504516.

A Partial Modification set will comprise:-

Items 1 to 8 inclusive. Set to be obtained on demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown for Spares Mod V366/A79-504487.

Items 8 to 16. Draw from unit stores.

Additional Information

17 Not applicable.

Tests - Inspection and Acceptance

18. Switch on the aircraft power and TR1936 VHF Radio and conduct a test with the local aircraft control tower for transmitting and receiving operations.

(Issued with A/L 253 - Oct 1962)

Recording

19. Record incorporation of this modification as follows:-

(a) Stamp " 366" on modification plate on end of port boom.

(b) In airframe log book.

(c) On form E/E 78 (Modification Progress Chart).

(d) Modification Incorporation Certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

References : File, Headquarters Support Command, 2501/110/3436
ARDU Radio Report - Test Schedule No 1374/79/29

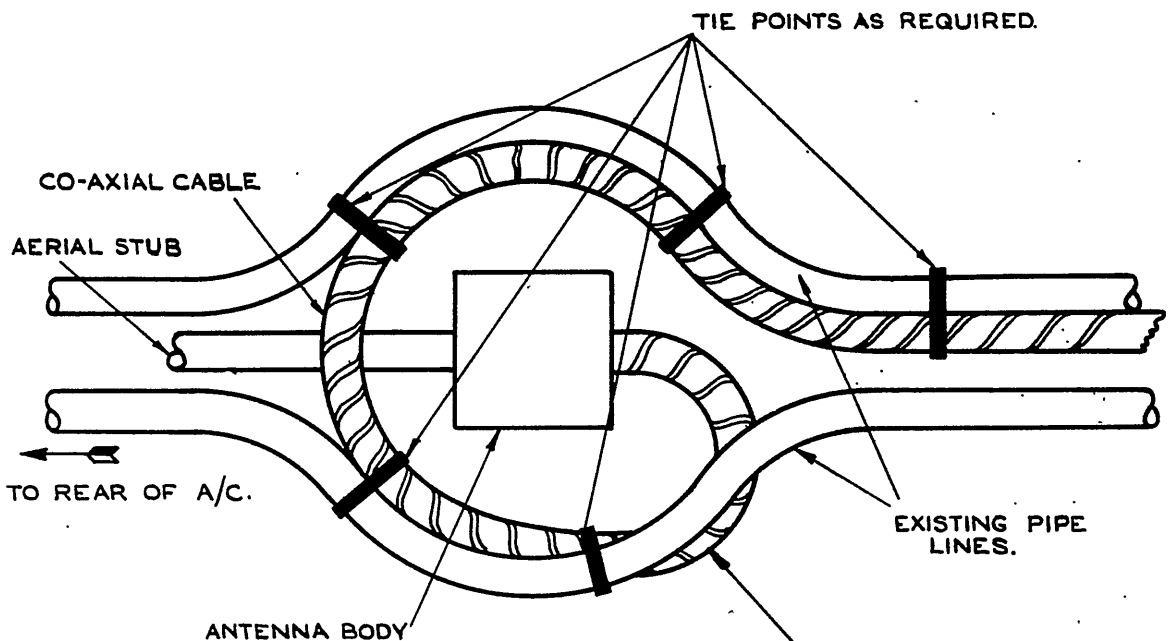
Attachments : Drawing No A14273 Sheets 1 and 2 (De Havilland Drawing No OOM 1366 sheets 1 & 2).

Date of Issue : 29th October 1962

(Issued with A/L 253 - Oct 1962)

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	B. I. L.	INITIALS	APPROVED
			IL/1366	D.K.N.	



NOTE :- TAKE CARE NOT TO BEND CABLE UNDER A RADIUS OF 3·0".

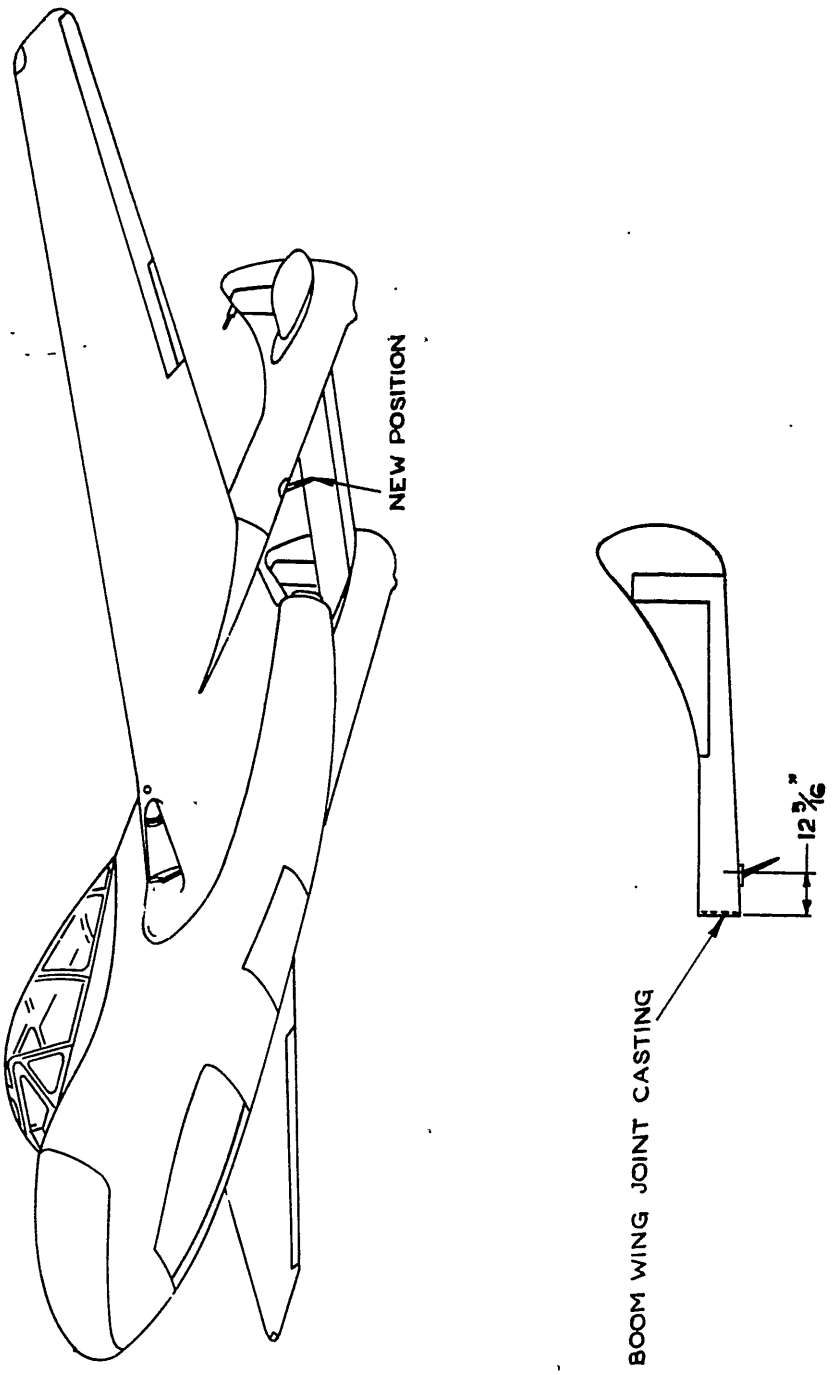
DE HAVILLAND DRAWING Nº OOM1366 SHEET 1 OF 2 SHEETS

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND	TIE POINTS FOR CO-AXIAL CABLE

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	V.H.F. AERIAL TYPE 226/1
DECIMALS	± .010"	SPEC.		MACHINE	VAMPIRE MK 35 & 35A
FRACTIONS	± 1/32"	TREATMENT		ENGINE	GOBLIN
ANGLES	± ½°	FINISH		TECH. ORDER	VAMP MOD 366
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.121		SCALE		DRAWING NO.	A 14273 SHT 1
		DRAWN	APPROVED		DRWG A SIZE
		TRACED	CHECKED		

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	B.I.L.	INITIALS	APPROVED
			IL.1366	D.K.N.	



DE HAVILLAND DRAWING Nº 00M1366 SHEET 2 OF 2 SHEETS.

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND	NEW POSITION OF ANTENNA

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	VAMPIRE MK 3543A
FRACTIONS	± 1/32"	TREATMENT		ENGINE	GOBLIN
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE - MOD 366
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.C.21		SCALE		DRAWING NO.	A.14273 SHT. 2
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

AAP 721:79, VOLUME 2, PART 2 VAMPIRE MODIFICATION NO 363

Class: 2

WING RIB NO 2 - REINFORCING

Introduction

1. Numerous cases of cracking and buckling in Wing Rib No 2 Web have been reported, and considered to result from heavy landings transmitting excessive loads through the undercarriage attachment points.

In order to strengthen the affected area and reduce the probability of further cracking, this modification introduces a flanged 16 SWG steel reinforcing plate in accordance with DH (Aust) repair schemes RS00 1501 and RS00 1502.

Application

2. Vampire Mk 35 and Mk 35A - All aircraft except the following, which have already been modified to an equivalent standard by De Havilland Aircraft Pty Ltd, Bankstown. These aircraft are to be certified as called for in para 19, provided either wing has not been changed since 20th January 1956. If either wing has been changed since this date a physical check is to be made on the new wing before certifying. See para 17.

(a) Aircraft, modified to an equivalent standard on the port wing only, which have not been certified as having V363 - Port incorporated.

A79-616, 801, 816, 820.

(b) Aircraft, modified to an equivalent standard on the starboard wing only, which have not been certified as having V363 - Stbd. incorporated.

A79-807, 824.

(c) Aircraft, modified to an equivalent standard on both port and stbd. wings, which have not been certified as having V363 incorporated.

A79-602, 603, 611, 613, 614, 632, 633, 634, 808, 813, 814, 818, 819, 822, 830, 833.

Man-Hours and Trade Musterings Involved

3. Approximately 1040 man-hours are required to incorporate this modification. RAAF trade musterings involved - Not applicable.

(Issued with A/L 247 - July 1962)

When Modification is to be Incorporated

4. This modification is to be carried out as and when directed by Headquarters, Support Command. Under normal circumstances the incorporation will be made when the mainplanes are damaged in excess of the limits laid down in STI Vampire/62[21] or when the aircraft is returned to the contractor for fatigue life replacement of the mainplane lower root end fittings.

AL249

Responsibility for Incorporation

5. This modification is to be incorporated by De Havilland Aircraft Pty Ltd, at Bankstown.

Equivalent Modifications

6. Air Ministry Modifications VAM 3494 and 3640. De Havilland (Aust) Mod No V363.

Note: The following DH (Aust) repair schemes (a), (b) or (c) satisfy the requirements of Mod V363:

(a) RS00 1501 and RS00 1502.

(b) RS00 175 and RS00 377.

Note: RS00 175 calls for a fitment of reinforcing plates RS00 140ND, 142ND on the port wing and RS00 139ND, 141ND on the stbd wing.

RS00 377 calls for fitment of an unflanged reinforcing plate RS00 457ND on the port and stbd wing.

(c) EOI 2685.

Orders or Instructions Superseded or Cancelled

7. Not applicable.

Special Tools, Jigs, etc

8. Not applicable.

Drawings

9. Drawings RS00 1501 and RS00 1502 are required. Copies may be obtained by demand on De Havilland Aircraft Pty Ltd, Bankstown NSW.

(Issued with A/L 247 - July 1962)

Class 2

UNDERCARRIAGE LEVER LOCK CIRCUIT - REVISED POWER SUPPLY

Introduction

1. This modification alters the power supply to the undercarriage lever lock circuit, by reconnecting it to the aircraft battery side of the Ground/Flight switch. In the event of an emergency, the undercarriage selector lever may then be operated with the Ground/Flight switch at Ground, once the emergency over-ride switch has been selected.

Application

2. All Vampire MK35 and MK35A aircraft.

Man-Hours and Trade Mustering Involved

3. Approximately 10 man-hours will be required to incorporate the modification. The trade musterings responsible are:-

Electrical Fitter : 8 man-hours (paras 12(e) to (h), (k) to (p) and (r), (u), (v), (w), (x).

Airframe Fitter : 1 man-hour (paras 12(a), (c), (j), (q), (t), (z).

Armament Fitter : 1 man-hour (paras 12(b), (d), (s), (y).

When Modification is to be Incorporated

4. The modification is to be incorporated in all applicable Vampire aircraft, as soon as practicable but not later than the next "D" servicing after modification kits are available.

Responsibility for Incorporation

5. The modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for the servicing of Vampire aircraft.

Equivalent Modifications

6. De Havilland Modification No V 367 is an equivalent modification.

(Issued with A/L 243 - April 1962)

Orders and Instructions Superseded or Cancelled

7. De Havilland Engineering Office Instruction No 2702.

Special Tools, Jigs, etc

8. The following special tools will be required, and if not held should be demanded in accordance with unit establishment tables;

(a) G5X/3186, Tool Crimping, Plessy P/N CZ50125.

(b) G5A/500960, Tool Crimping Part No 47386 or equivalent.

Drawings

9. Drawing No A14177 attached.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	G5X/3148	Z49428	Sleeve	1	C
2	G5X/3149	Z27329	Thimble	1	C
3	5940-549-5956	31889	Terminal	1	C
4	G5E/30154	-	Cable Electric	3' 6"	C
5	G5E/30055	-	Wire Fuse 10 Amp	A/R	C
6	G5F/1377) 5970-940) -0444	-	Tape Insulating PVC 1/2"	A/R	C
7	I1/9715		Wire Locking 22SWG	A/R	C

(Issued with A/L 243 - April 1962)

Supply

11. Modification sets are to be obtained as follows:-

Items 1-7: Draw from unit store.

Method-and Sequence of Incorporation

12. (a) Ensure that the undercarriage ground locks are fitted to the nose wheel and main wheels (port and starboard).

(b) Open the canopy and render both ejection seats safe.

(c) Remove the canopy hatch from the aircraft.

(d) Remove the starboard ejection seat.

(e) Isolate all sources of electrical power from the aircraft

(f) Disconnect and remove Junction Box No 1.

(g) Re-work the junction box in accordance with Drawing No A14177.

(h) Alter the part number of the junction box to N15-617A/6.

(j) Remove the canopy jettison handle.

(k) Lower the instrument panel. Disconnect cable loom C3A (painted blue) at starboard disconnect panel, remove binding around the cut ferrule and slide the nylex sleeve back along the cable loom. Dismantle the socket and remove and retain the spare insert pin "Y".

(l) Obtain a 13" length of cable, (item 4), bare one end, fit sleeve, (item 1), thimble, (item 2) and fit socket pin (retained previous step) using crimping tool (G5X/3186).

(m) At other end of new cable fit terminal, (item 3), using crimping tool (G5A/500960) and add circuit code "GA2+".

(n) Re-assemble the socket, slide existing nylex sleeve over cut ferrule and bind outlet with tape, (item 6), for a distance of 1.5" approximately.

(o) Alter the part number of reworked loom to N15-1357A and reconnect to starboard disconnect panel.

(p) Connect new wire coded "GA2+" to the top terminal of fire warning circuit breaker on right hand side of the instrument panel. Add protective insulation using item 6, then alter part number of main instrument panel to F15-551A/9. Refit the panel.

(q) Refit the canopy jettison handle and wire-lock using item 7.

(r) Refit and reconnect Junction Box No. 1.

(s) Refit starboard ejection seat.

(t) Refit the canopy hatch.

(u) Reconnect Aircraft batteries and close nose cap.

(v) Using an external power supply, carry out a functional check of all electrical services to ensure correct reconnections have been made.

(w) Carry out a functional check of the modified lever lock circuit as detailed at paragraph 18.

(x) Using item 5, wire-lock the U/C emergency over-ride switch.

(y) Re-arm both ejection seats.

(z) Remove the undercarriage ground locks when necessary.

Items Removed

13. The following item is removed on incorporation of the modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
8	G5C/885		Link Fuse	1	C

(Issued with A/L 243 - April 1962)

Action on Items Removed

14. The removed item listed above has no further application to this use and is to be actioned as follows:-

Item 8: If serviceable return to stock, if unserviceable, discard.

Action on Stock Holdings of Removed Items

15. Retain as current stock.

Modification of Spares

16. Not applicable.

Additional Information

17. The relevant details to be drawn to the attention of aircrew for familiarisation purposes.

Tests

18. Carry out the following test procedure to ensure correct embodiment of the modification:-

(a) Ensure that the U/C ground locks are fitted

(b) Ensure external power is disconnected and set Ground/Flight switch to Ground

(c) Select U/C emergency over ride switch

(d) Operate U/C selector lever and ensure that full travel of lever to "UP" position is possible

(e) Return U/C selector lever to "DOWN" position.

Recording

19. Record incorporation of the modification as follows:-

(a) In airframe Log Book

(b) On Form E/E 78 (Modification Progress Chart)

(Issued with A/L 243 - April 1962)

(c) Modification Incorporation Certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. Incorporation of this modification will have neglibible effect on the weight and balance of an aircraft.

References: Files, Headquarters Support Command 2501/110/3289 and 2601/79/67.

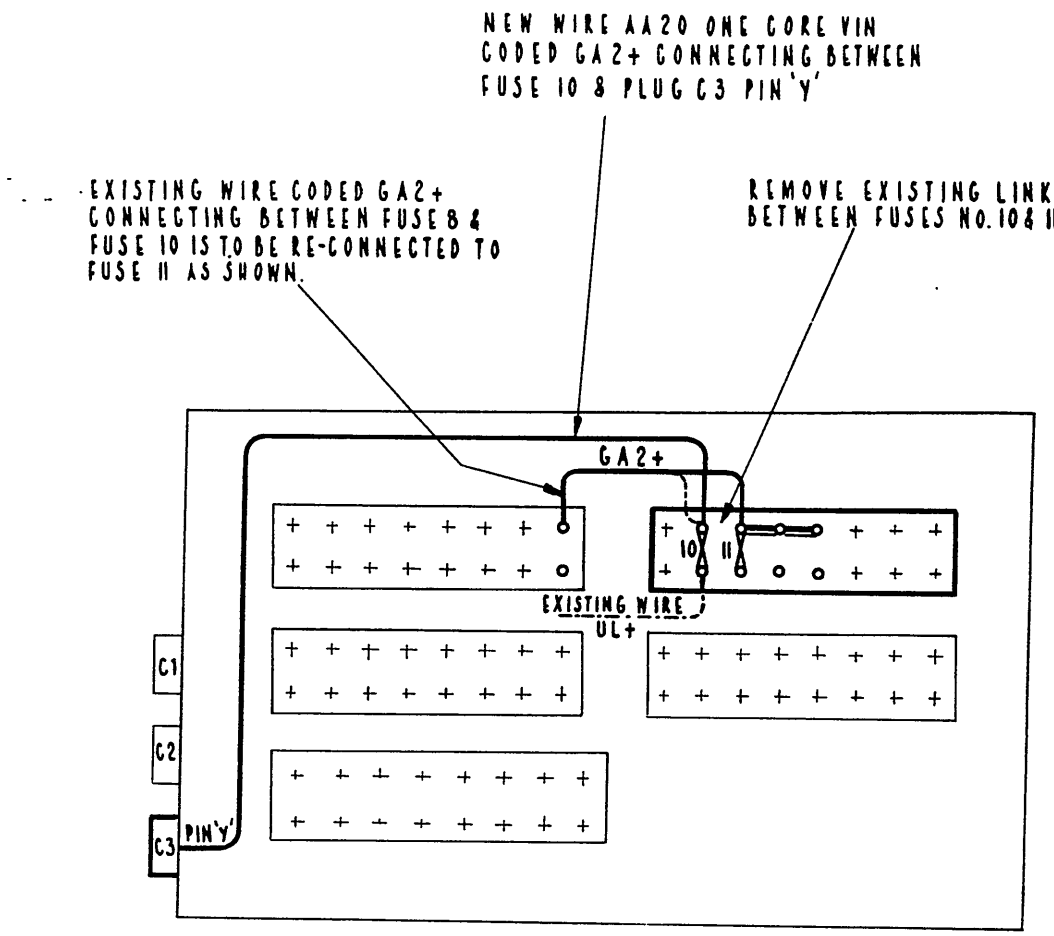
Attachment: Drawing No A14177 (one sheet)

Date of Issue: 13th April 1962

(Issued with A/L 243 - April 1962)

DO NOT SCALE

ISSUE NO	DATE	ALTERATION	B. I. L	INITIALS	APP
	16·12·61				



MODIFICATION TO JUNCTION BOX No. 1

DE HAVILLAND DRG. No. 00M1367 SHT. No. 1 OF 1 SHEET

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND	U/C LEVER LOCK CIRCUIT - REVISED POWER SUPPLY

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD. 367
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.CZI		SCALE		DRAWING NO.	A-14177
		DRAWN	APPROVED		DRW A SIZ
		TRACED R.W.	CHECKED		

AAP 721:79, VOLUME 2, PART 2 VAMPIRE MODIFICATION NO 368

Class: 2

REPOSITIONING OF THE REAR ENGINE BEARER TERMINAL BLOCK - THERMOCOUPLE CIRCUIT

Introduction

1. This modification has been raised to reposition the rear engine bearer terminal block of the Jet Pipe Temperature Thermocouple circuit, to eliminate the replacement of Thermocouple cables occasioned by the action of the fuel on the rubber insulation of the cable.

2. Vampire Modification No 332 Issue 2, Pacitor Fuel Gauge Installation - Re-routing of connectors and repositioning of components (DeHavilland Modification V782) must be incorporated prior to or concurrently with this modification.

Application

3. Vampire Trainer Mk 35 and 35A - All aircraft.

Man-Hours and Trade Musterings Involved

4. Approximately 6½ man-hours are required to incorporate this modification.

Electrical fitter : 4½ man-hours (Para 13(c), (d), (e), (f), (g), (j), (k), (l) and (o)).

Airframe fitter : 1½ man-hours (Para 13(a), (b), (h), (m) and (n)).

Instrument fitter : ½ man-hour (Para 19).

When Modification is to be Incorporated

5. This modification is to be incorporated in all applicable Vampire aircraft as soon as practicable but not later than the next "D" servicing after modification sets become available.

Responsibility for Incorporation

6. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

(Issued with A/L 250 - August 1962)

Equivalent Modifications

7. DeHavilland Modification No V368.

Orders Superseded or Cancelled

8. Not applicable.

Special Tools, Jigs, etc

9. Jetcal Thermocouple Tester Ident No G6C/1683 or Test Set Thermocouple, Ident No G6C/966.

Drawings

10. Drawing A14295 (DeHavilland Drg No 00M1368 Sheet 1) is attached.

Modification Parts List

11. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No off Per Set	Stores Class
1		N15-1369A	Cable Assembly	1	
2	H28C/2503	AGS251/23	Screws, Steel Mild, Wood C'sk Hd, No 4 x 7/8" long	2	
3		NPN	Sleeve, 9 m/m l/d x 1" long Black Nylex tube	2	
4	I32A/94		Cord, stringing, spec, 4F35	AR	
5	K4/152		Beeswax	AR	C

Supply

12. Modification sets are to be obtained as follows:-

Items 1 to 3: Demand on Modification Centre, DeHavilland Aircraft Pty Ltd, for Vampire Modification No 368.

Items 4 and 5: Draw from unit stores.

(Issued with A/L 250 - August 1962)

Method and Sequence of Operations

13. The electrical fitter is responsible for sub-paras (c), (d), (e), (f), (g), (j), (k), (l) and (o).

The airframe fitter is responsible for sub-paras (a), (b), (h), (m) and (n).

(a) Remove the upper and lower engine cowls.

(b) Remove the gun bay doors.

(c) Open the nose cap and disconnect the aircraft batteries.

(d) Working from above the engine, locate the 2 way terminal block for the thermo couple leads on the starboard engine bearer. Disconnect the wiring to the terminal block and remove it with its mounting bracket and clips from the aircraft. Retain the terminal block (large 2 way - Mk 35 and 3 way - Mk 35A) discard the mounting bracket and its attachment items and dispose of the clips as detailed in para 15. An unused 2 way terminal block is fitted to the above mounting bracket on Mk 35A aircraft and this is to be removed and disposed of as detailed in para 15.

(e) Undo all whipping and clips holding the thermocouple leads routed between the redundant terminal block on the engine bearer and the terminal block mounted on the aft end of the starboard wing rib No 1. Remove the cables and discard, but retain clips, screws and washers.

(f) At bulkhead No 2 electrical conduits sealing plate; locate the gland with the thermocouple cables passing through it. Loosen off all clips and cut whipping securing the thermocouple cables routed aft through the gun bay, and also along the starboard engine bearer.

(g) Refer to drawing sheet 1. Cut the thermocouple cables 13" back from the aft end of the bulkhead gland, as shown. Remove the now redundant cables between this point and the redundant terminal block position on the starboard engine bearer.

(Issued with A/L 250 - August 1962)

(h) Refer to drawing sheet 1, obtain the terminal block, retained in sub-para (d) and attach to the underside of the ammunition bay floor as shown, using screws (item 2), 2 off. The existing terminal block for the gun heater cables may be moved inboard if necessary to five enough clearance.

(j) Bare back the outer covering of the thermocouple cables left by the operation in sub-para (g), for approximately two inches, cover the ends with sleeves (item 3) 2 off, code each core as shown, bare back conductors and connect the ends to the repositioned two way terminal block.

(k) Obtain the new cable assembly (item 1) 1 off, bare ends to suit and connect one end of the cable assembly comprising four leads, to the repositioned terminal block and assemble its cover. Route the rest of the cable through the gun bay, along the starboard engine bearer and Rib No 1, using existing clips and new shipping (item 4) treated with Beeswax, (item 5) in the same manner as for the original cable.

(l) Bare back the four leads of the cable assembly to suit and connect the ends to the existing terminal block on rib No 1, making sure that the connections are correct to their codes and also that the clear nylex covering provided on each lead actually finishes inside the terminal block.

(m) Replace the gun bay doors.

(n) Replace the upper and lower engine cowls.

(o) Reconnect the leads to the aircraft batteries.

Items Removed

14. The following items are removed on the modification:-

Item No	Ident No	Part No	Nomenclature	No off Per Set	Stores Class
6	G5C/430		2 Way Terminal Block	1	
7	H28/14145	AS487/10	Clip 180°	2	

(Issued with A/L 250 - August 1962)

Action on Items Removed

15. The removed items listed above are to be actioned as follows:-

Items 6 and 7: To be checked and if found serviceable, returned to stock.

Action on Stock Holdings of Removed Items

16. Retain as current stock.

Modification of Spares

17. The following spares are affected and are to be modified at the direction of Headquarters Support Command.

Ident No	Part No	Nomenclature	Remarks
A79/504507	W15-1043A/9	Wing Complete - Starboard	Rework to para 13(e) and re-identify as Pt No W15-1043A/10 and Ident No A79/504519
A79/504505	W15-1409A/9	Wing Complete - Starboard	Rework to para 13(e) and re-identify as Pt No W15-1409A/10 and Ident No A79/504518

Note: Unit maintenance spares holdings of the above items are to be modified before fitment to aircraft.

Additional Information

18. Not applicable.

Tests - Inspection and Acceptance

19. Using either of the test sets listed in paragraph 9, check the Jet Pipe Temperature circuit for correct functioning.

(Issued with A/L 250 - August 1962)

Recording

20. (a) Record the incorporation of this modification in the airframe log book and on Form E/E 78 (Modification Progress Chart).

(b) Modification Incorporation Certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4.

(c) Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

21. The effect of this modification on the weight and balance of the aircraft is negligible.

References: Files, Headquarters Support Command, 2601/79/66 and 2501/110/3167

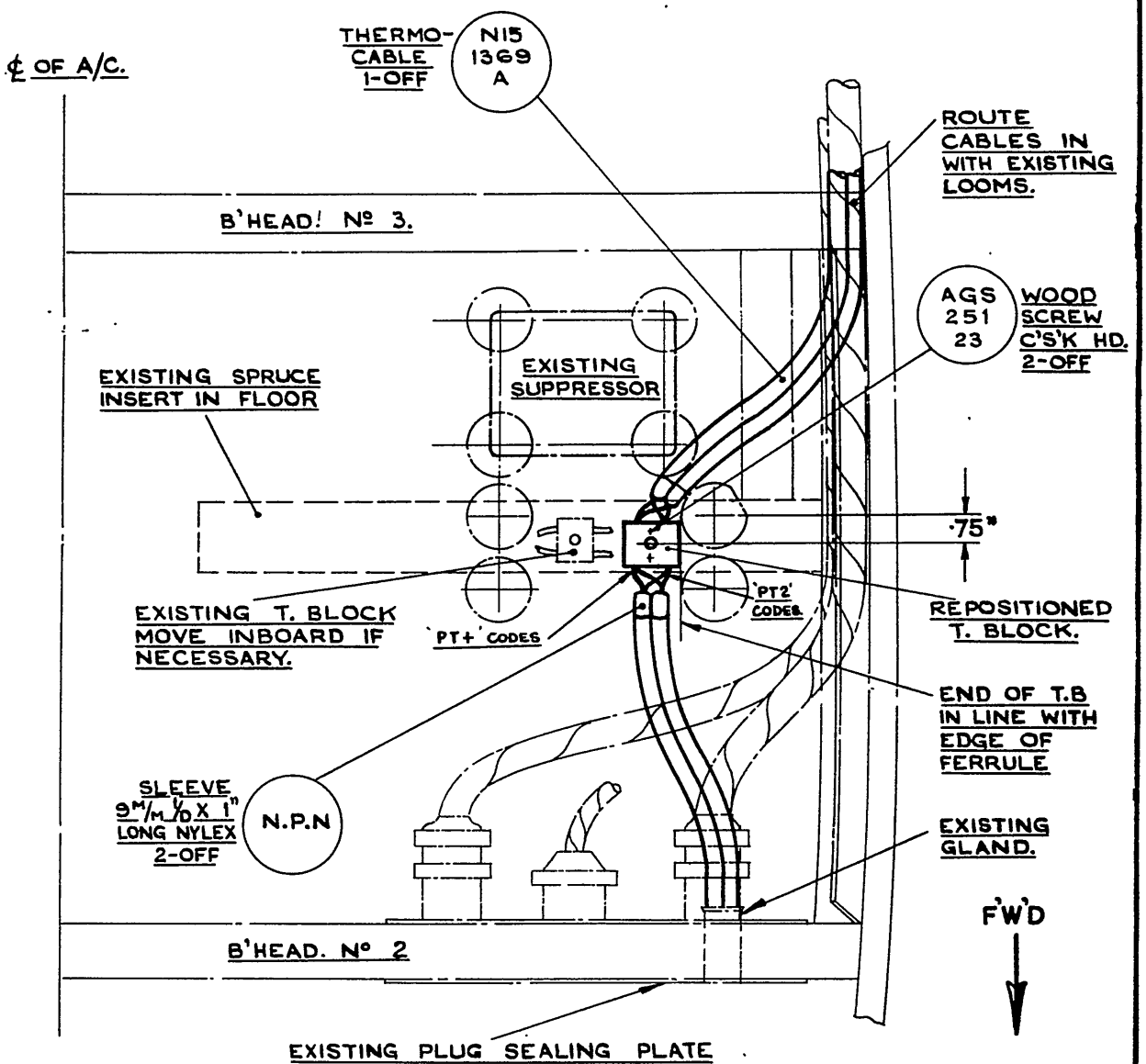
Attachment: Drawing No A14295

Date of Issue: 31st August 1962

(Issued with A/L 250 - August 1962)

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED



VIEW ON UNDERSIDE OF CANNON BAY FLOOR.

DE HAVILLAND DRAWING Nº 00M1368 SHEET 1 OF 1 SHEET.

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND	REPOSITIONING OF REAR ENGINE BEARER-THERMO-COUPLE TERMINAL BLOCK

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	VAMPIRE
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD. 368
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.E.2.1		SCALE		DRAWING NO.	A-14295
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

AAP 721:79, VOLUME 2, PART 2 VAMPIRE MODIFICATION NO 369

Class 2

COVERS FOR FLYING CONTROL CABLES IN AMMUNITION BAY - INTRODUCTION

Introduction

1. This modification introduces guards over the flying control cables.

Two guards are introduced, one between the ammunition boxes and the other between the fuselage shell and the top of the starboard ammunition box.

This modification is to prevent loose articles stowed in the ammunition bay from falling on to the flying control cables.

Application

2. Vampire Mk 35A - All aircraft.

Vampire Mk 35 - All aircraft except A79-655 which was modified as a trial installation.

Man-Hours and Trade Mustering Involved

3. Approximately 2 man-hours are required to incorporate this modification.

The trade mustering responsible is airframe fitter.

When Modification is to be Incorporated

4. This modification is to be carried out on all applicable Vampire aircraft as soon as practicable, but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. - De Havilland (Aust) Modification V369.

Orders and Instructions Superseded or Cancelled

7. Not applicable.

Special Tools, Jigs, etc

8. Not applicable.

(Issued with A/L 255 - November 1962)

Drawings

9. Drawing A14382 is attached (De Havilland (Aust) Drawing No OOM1369).

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1		CF15-617	Guard, flying control cables	1	C
2		CF15-619	Guard, flying control cables	1	C
3	H28C/2296	AGS252/37	Screw, Brass Wood Rd Hd No 6 x 1/2" long	8	C
4	5970-940-0446		Tape, Insulating, PVC 5/8" wide	AR	C

Supply

11. Modification sets are to be obtained as follows:-

Item 1 - 3 Demand on Modification Centre, De Havilland Aircraft Pty Ltd Bankstown, for Vampire Modification No 369.

Item 4 Draw from unit stores.

Method and Sequence of Incorporation

12. The airframe fitter is responsible for the complete installation.

Note: Remove any foreign matter in the ammunition bay and assemble the control cable guards as per drawing.

Items Removed

13. The following items are removed on incorporation of this modification in Mk 35A aircraft only:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
5		13FS 1909 AND	Arch Assy	1	
6		A001003	Bracket	4	

Action on Items Removed

14. The removed items listed above have no further application to this use and are to be actioned as follows:-

Items 5 and 6 - To be discarded.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. Not applicable.

Additional Information

17. Not applicable.

Tests

18. Check the flying controls for free operation.

Check that the hydraulic pipes on the rear face of bulkhead 2 are not fouling the cover CF15-617.

Recording

19. Record Incorporation of the modification as follows:-

(a) In the Airframe Log Book.

(b) On Form E/E 78 (modification progress chart).

(c) Modification Incorporation Certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

References : File, Headquarters Support Command, 2501/110/3616 and DQC De Havilland letter DHB/A79/D1(204)

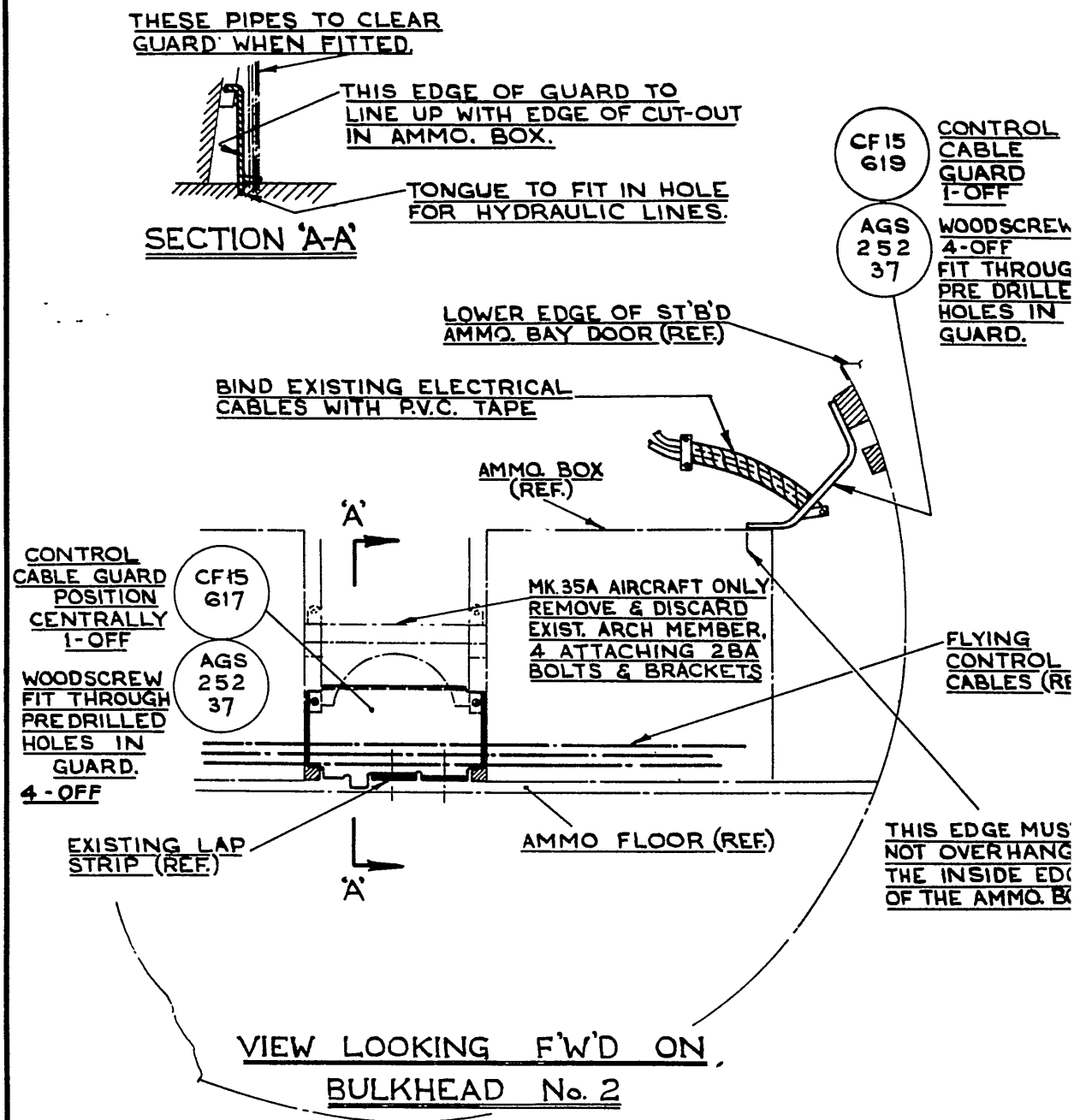
Attachments : Drawing No A14382 (De Havilland (Aust) Drawing No OOM1369)

Date of Issue : 20th November 1962

(Issued with A/L 255 - November 1962)

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	D. I. L.	INITIALS	APPROV
	24·5·62				



DE HAVILLAND DRAWING No. OOM1369 SHEET 1 OF 1

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING	COVERS FOR FLYING CONTROL CABLE IN AMMO. BAY–INTRODUCTION–

LIMITS UNLESS STATED		MATERIAL				COMPONENT OF	
DECIMALS	± .010"	SPEC.				MACHINE	VAMPIRE MK 35, 35A
FRACTIONS	± 1/32"	TREATMENT				ENGINE	
ANGLES	± ½°	FINISH				TECH. ORDER	VAMPIRE MOD. 369.
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.C.21		SCALE				DRAWING NO.	A 14382
		DRAWN	J.P.	APPROVED	Rwk		
		TRACED	J.M.W.	CHECKED			

AAP 721.79, Vol 2, Pt 2

VAMPIRE MODIFICATION NO 370 (ISSUE 2)

Class: 2

KOLLSMAN ALTIMETER TYPE E22061-04-018 - INTRODUCTION

Introduction

1. (a) The Reason for the Modification

The altimeter at present fitted to the Vampire aircraft has proved unsuitable, in that misreading of the altimeter is possible.

(b) Description and Features by which the Modification can be Recognised

This modification introduces a new type of altimeter employing a greater sensitivity and height range. In addition, a black and yellow warning flag is provided to indicate heights below 13,000 ft.

(c) Relationship with other Modifications

Nil.

(d) Reason of Classification

Operational requirements.

(e) Effect on Servicing and/or Ground Handling

Nil.

(f) Effect on Aircraft Limitation

Nil.

(g) Effect on Aircrew Operation

Nil.

(h) Number of Parts Comprising the Order

This modification is not written in parts.

Application

2. All Vampire Mk 35 and Mk 35A aircraft.

(Issued with A/L 319)

Man-Hours and Trade Mustering Involved

3. Approximately two man-hours will be required to incorporate this modification. Trade mustering involved - instrument fitter.

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable aircraft as soon as practicable but not later than the next "C" servicing after modification sets are available.

Responsibility for Incorporation

5. This modification will be incorporated by operating units, aircraft depots or civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. Nil.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, Etc

8. Nil.

Drawings

9. Drawing Nos A15088 Issue 2, A15088-1 Issue 2, A15088-2, A15088-3 attached.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
ϕ 1	6610-PN-E22061-04-018		Altimeter Kollsman Type 6610-PN-E22061-04-018	1	A
2	H28C/5104 or 4730-RAF28V5104	AGS838/1	Union Al Alloy Straight Connector	1	C

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
3		A15088-1	Pipe Static Altimeter to Rate of Climb Indicator	As Req'd	
4		A15088-2	Pipe Altimeter to Airspeed Indicator	As Req'd	
5	5305-144-3956	AN507-632R16	Screw Steel Mild Machine C/sunk 100° Phillips Recess Drive 6-32 1.00"	3	C
6	6610-PN	AS436	Adapter Straight Screw in Low Pressure	1	C
7	I1/9887 or WWT-787	Manufacture of Items 3 & 4	Aluminium Alloy Tubing Round 5/16" OD x 20 SWG Spec DTD 310 or Aluminium Alloy Tubing Round 5/16" OD x 22 SWG Spec DTD 310		
8	5330-RAF28F13603	AGS838/8	Bush Rubber		

ø This item is to be inserted on aircraft schedule.

Supply

11. Modification sets are to be obtained as follows:-

Items 1 & 5 - Are to be obtained from Modification Centre No 1 Aircraft Depot LAVERTON under Vampire Modification No 370.

Items 3 & 4 - Manufactured on unit to drawings supplied.

Items 2, 6 & 8 - Drawn from stores stock.

Method and Sequence of Incorporation

12. (a) Lower the instrument panel to gain access to the instrument pitot static lines.

(b) Refer to Drawing No A15088 (Issue 2), remove three pipes (items 14, 15, 16), one elbow (item 11), one nut (item 10) and ten bushes (item 17). Remove and retain for

reassembly, one pipe (15F1995ND) (item 13) two "tee" pieces (A65838/2) (item 12) and nine nuts (AGS838/4)(item 10).

(c) Remove the existing instrument (item 9).

(d) Re-work the instrument panel as detailed on Drawing No A15088-3 to allow location of new instrument.

(e) Connect low pressure adapter (item 6) to altimeter (item 1), back mount in the instrument panel, using 6-32 1.00" Phillips screw (item 5).

(f) Manufacture from item 7 two pipes according to Drawing Nos A15088-1 (Issue 2) and A15088-2.

(g) Using these two pipes and items 2 and 8 and the parts retained at operation (b), route the pipe lines as illustrated on Drawing No A15088 (Issue 2).

(h) Reconnect pitot static lines, carry out pitot static leak test in accordance with Instrument Instruction 0/0/4.

(j) Raise and relock the instrument panel.

Items Removed

13. The following items are removed on incorporation of the modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
9	G6A/2944		Altimeter Mk 19A	1	A
10	H28/5108		Nut Coupling AGS 838/4	10	C
11	H28/5107		Elbow Al Alloy AGS 838/3 (Rt Angle)	2	C
12	H28C/2105		Union Al Alloy AGS 838/2 "T" Piece	2	C
13		15F/1995ND	Pipe Static (for Altimeter T Union)	1	C
14		F15/535ND	Pipe Static Altimeter (Between T Unions)	1	C

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
15		F15/527ND	Pipe Static (ROC Between T Unions)	1	C
16		F15/533ND	Pipe Static ("T" Piece to ASI)	1	C
17	5330-RAF28F13603	AGS A38/8	Bush Rubber	10	C

Action on Items Removed

14. The removed items listed in paragraph 13 are to be actioned as follows:-

Two of item 10, items 11, 14, 15 and 16 are redundant and are to be placed on Form 1 for disposal.
Item 9 return to repairable stock.
Eight of item 10, item 12 and item 13 are retained for refitment during embodiment of the modification.
Item 17 - discard (new item fitted).

Action on Stock Holdings of Removed Items

15. Item 9, altimeter Mk 19A, to be returned to repairable stock and held against current requirements.

Modification of Spares

16. Nil.

Additional Information

17. Low pressure adapter remains an aircraft component whenever the altimeter is replaced. Provision for fitment of speed nut cage type provided for by Instrument Modification 1/6/5.

Tests

18. Carry out pitot static leak tests in accordance with Instrument Instruction 0/0/4.

Recording

19. Record incorporation of the modification as follows:-

When modification has been incorporated and inspected in accordance with the authorised procedure, the appropriate entries are to be made:-

(a) In the airframe log book.

(b) On Form E/E 78.

(c) Modification incorporation certificates are to be completed and forwarded by units and aircraft depots in accordance with ABO E 12/4.

Weight Sheet Summary

20. The effect of the incorporation of the modification on the weight and balance of the aircraft is negligible.

References: Files, Headquarters Support Command, 2601/79/66-370, 2505/79/18 Tech (59) and 2501/110/4953

Attachments: Drawings Nos A15088 Issue 2, A15088-1 Issue 2, A15088-2 and A15088-3

Date of Issue: 23rd August 1965

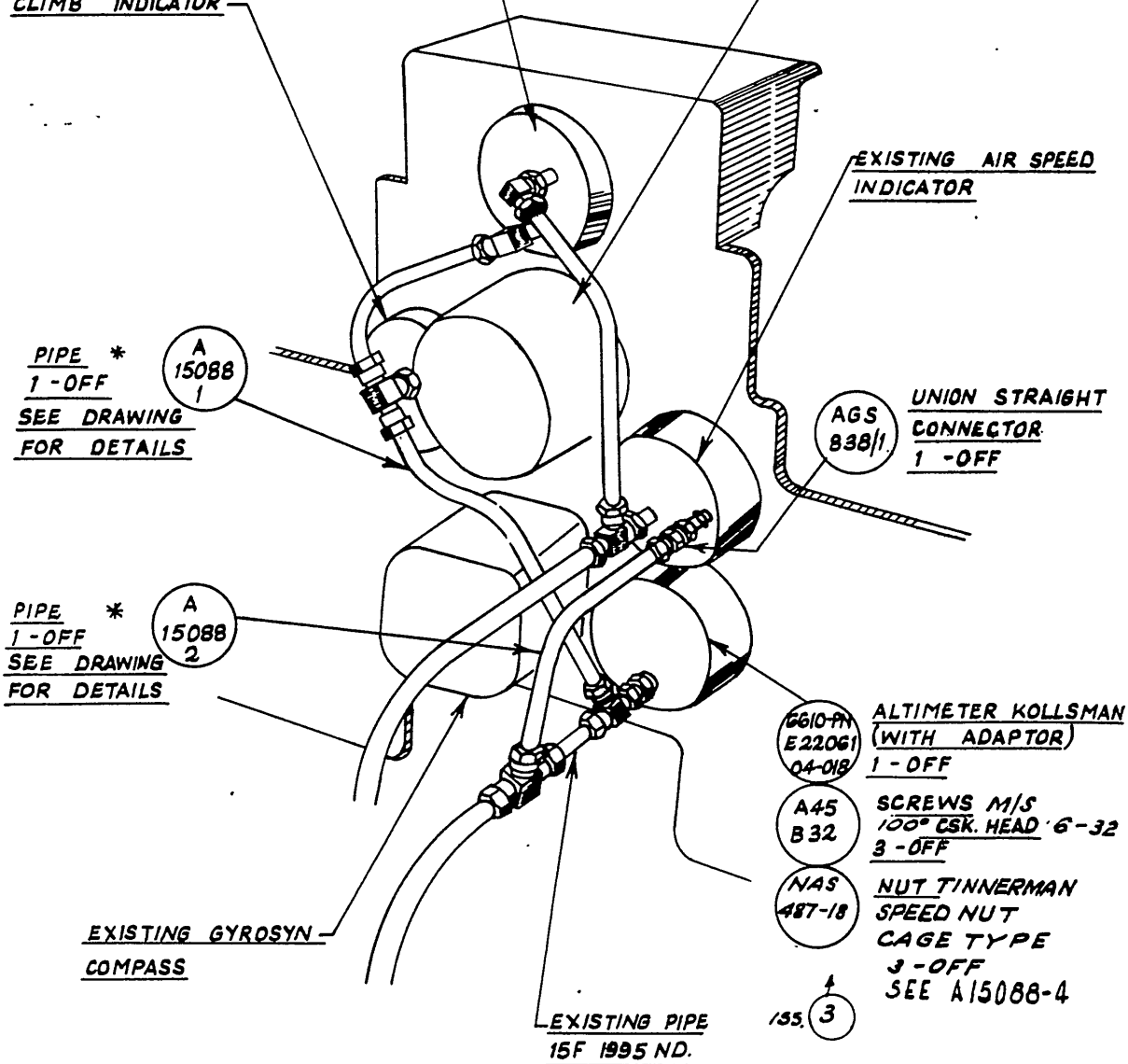
(Issued with A/L 319)

DO NOT SCALE

ISSUE NO	DATE	ALTERATION	D. I. L	INITIALS	APPRO
2		RE-DRAWN			
3	8-2-65	VARIOUS ALTERATIONS			

AGS 838/8 BUSH 9 -OFF

TO BE FITTED TO ALL EXISTING COUPLING NUTS REFITTED TO THIS ASSEMBLY.



* TRIM THESE PIPES AS REQUIRED DURING FITMENT

DEPARTMENT OF AIR
SENIOR TECHNICAL STAFF OFFICER
SUPPORT COMMAND

TITLE: FITMENT OF KOLLSMAN ALTIMETER

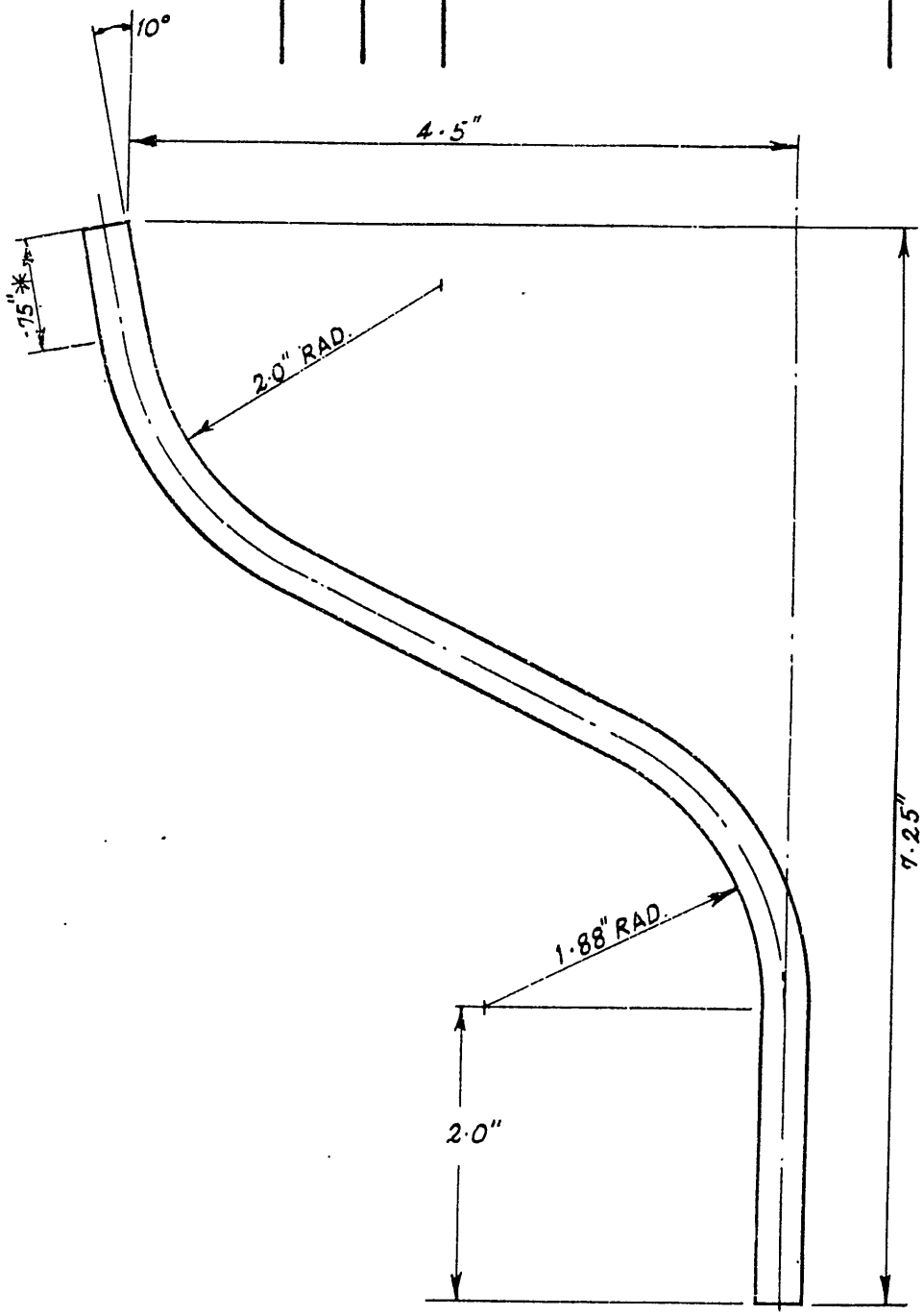
MACHINE	VAMPIRE A/C
ENGINE	
TECH. ORDER	VAMPIRE MOD. 370
DRAWING NO	A-15088

TRACED M.C.

DRWG A SIZE

DO NOT SCALE

ISSUE NO	DATE	ALTERATION	D. L	INITIALS	AP
2	3-2-65	RE-DRAWN			



DIMENSIONS MARKED THUS * INCLUDE ALLOWANCE FOR FITTING ON AIRCRAFT

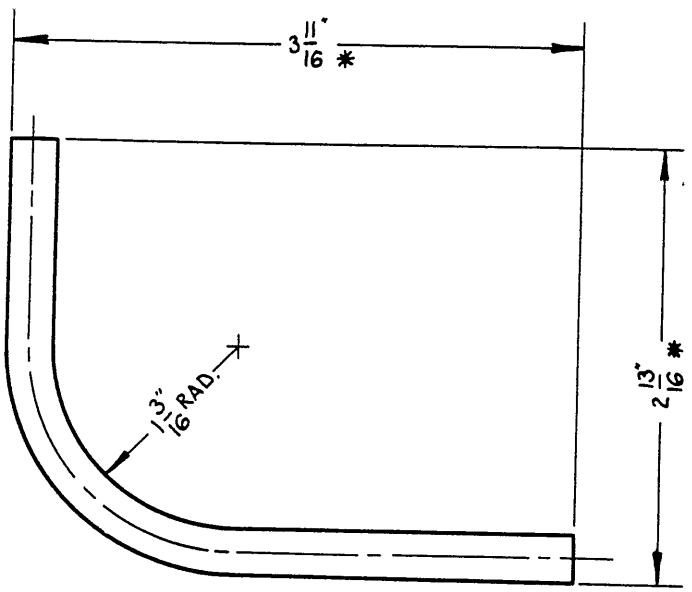
HAWKER DE HAVILLAND PART NO. F15-1041 ND.

SUPERSEDE		ISSUED BY	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND
LIMITS UNLESS STATED		MATERIAL	5/16" O.D. x ·036" ALUM. TUBE
DECIMALS	± .010"	SPEC.	DTD. 310C, (E) D619
FRACTIONS	± 1/32"	TREATMENT	
ANGLES	± °	FINISH	
SURFACE FINISH AUSTRALIAN STANDARD ENG DRWG. PRACTICE A.S.C.21		SCALE	FULL SIZE
		DRAWN	APPROVED
		TRACED M.C.	CHECKED

TITLE	PIPE — STATIC ALT. TO R/C INDICATOR
COMPONENT OF	
MACHINE	VAMPIRE A/C
ENGINE	
TECH. ORDER	VAMPIRE MOD. 370
DRAWING NO.	A-15088-1
DRW	A
S.Z	

DO NOT SCALE

ISSUE NO	DATE	ALTERATION	D. I. L	INITIALS	APPR
	19-5-63				



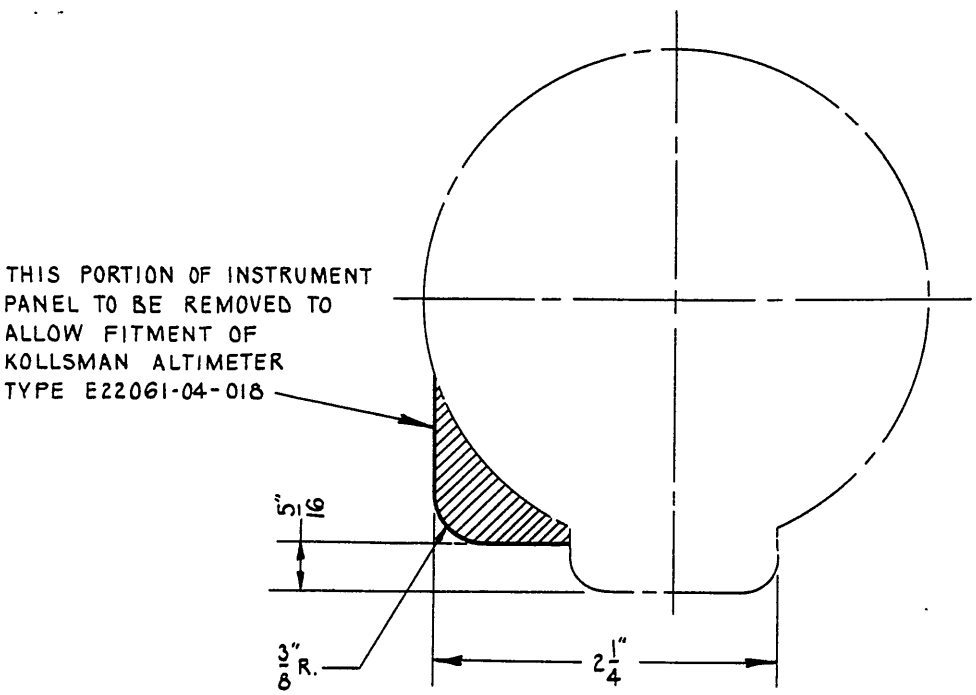
DIMENSIONS MARKED THUS * INCLUDES ALLOWANCE FOR FITTING ON AIRCRAFT

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND	PIPE ALTIMETER TO AIR SPEED INDICATOR

LIMITS UNLESS STATED	MATERIAL	5/16 O.D. X 0·036" ALUM. TUBE		COMPONENT OF	
DECIMALS ± .010"	SPEC.	DTD 310C, (E)D 619		MACHINE	VAMPIRE A/C
FRACTIONS ± 1/32"	TREATMENT			ENGINE	
ANGLES ± °	FINISH			TECH. ORDER	VAMPIRE MOD. 370
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.CZI	SCALE	FULL SIZE		DRAWING NO.	A-15088-2
	DRAWN	A.J.B.	APPROVED		DRWG A SIZE
	TRACED	M.I.F.	CHECKED		

DO NOT SCALE

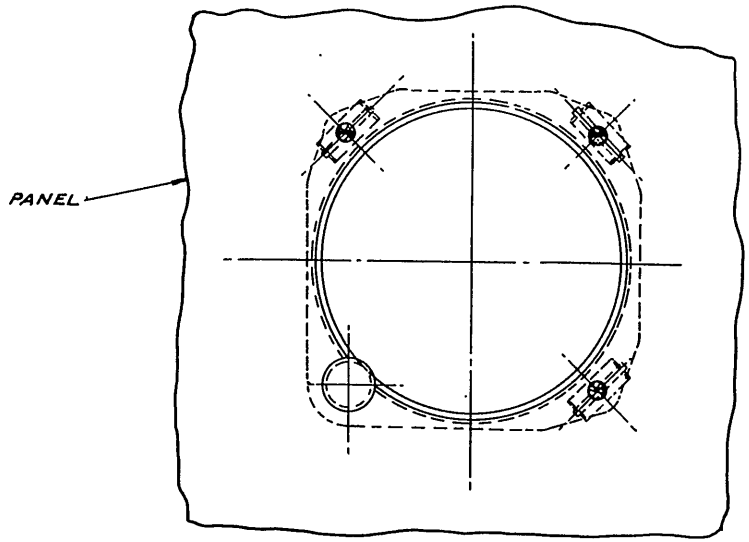
ISSUE NO	DATE	ALTERATION	D. I. L.	INITIALS	APPROVE
	19-5-63				

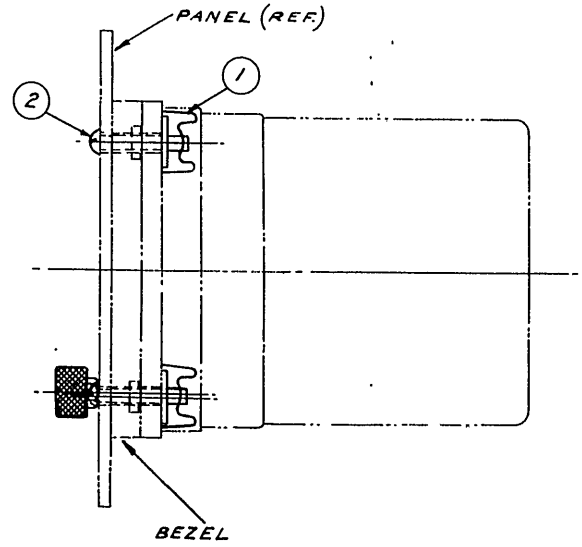


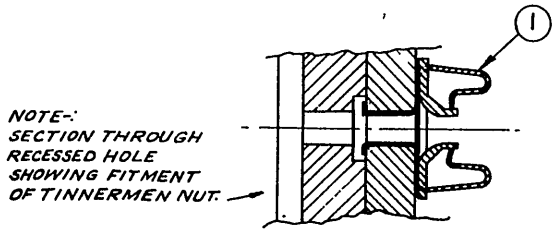
REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND	REWORK OF INSTRUMENT PANEL

LIMITS UNLESS STATED		MATERIAL				COMPONENT OF	
DECIMALS	± .010"	SPEC.				MACHINE	VAMPIRE A/C
FRACTIONS	± 1/32"	TREATMENT				ENGINE	
ANGLES	± 1/2°	FINISH				TECH. ORDER	VAMPIRE MOD 370
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.CZI		SCALE	FULL SIZE			DRAWING NO.	A-15088-3 DRWG. A SIZE
		DRAWN	A.J.B.	APPROVED			
		TRACED	M.I.F.	CHECKED			

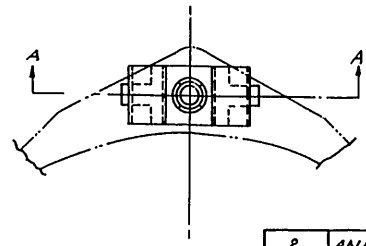
DO NOT SCALE







SECTION A-A



ITEM.Nº	PART Nº	DESCRIPTION	Nº OFF
2	AN515B6-18	SCREW BRASS BLACK OXIDE SLOTTED Nº6-32 HD. 1/8" LONG.	3
1 (183. ③)	NAS487-18	SPEED NUT CAGE TYPE TINNERMAN	3

ISSUE.Nº	DATE	ALTERATION	O.I.L.	INITIALS	APPROVED
2	25-10-63	REDESIGNED			
3	11-3-64	NAS487-18 WAS NAS487-17			

REFERENCE		ISSUED BY	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND
LIMITS UNLESS STATED		MATERIAL	AS STATED
DECIMALS	±.010"	SPEC.	
FRACTIONS	± 1/32	TREATMENT	
ANGLES	± 1/2°	FINISH	
SURFACE FINISH		SCALE	TWICE & FULL SIZE

TITLE: FITMENT OF ALTIMETER TYPE E 22061-014-018

COMPONENT OF
MACHINE
ENGINE
TECH. ORDER: VAMPIRE MOD. 370

AAP 721.79, VOLUME 2, PART 2 VAMPIRE MODIFICATION NO 371

Class 2

ELECTRICAL - INTRODUCTION OF IMPROVED MICRO SWITCHES IN UNDERCARRIAGE AND LEVER LOCK CIRCUITS

Introduction

1. (a) The Reason for the Modification

This modification introduces micro switches with improved operating characteristics in lieu of Switches G5C/4638 and G5C/4639 respectively, to overcome service defects in the undercarriage warning and lever lock circuits.

(b) Description and Features by which the Modification can be Recognised

The new micro switches are physically the same as the superseded types, except that the operating button is manufactured from stainless steel and the cowl covering is yellow in colour.

(c) Relationship with Other Modifications

Vampire Modification No 348 must be incorporated prior to or concurrently with this modification.

(d) Reason of Classification

Non-incorporation of the modification will cause the aircraft to be subject to defects as found by past experience.

(e) Effect on Servicing and/or Ground Handling

Nil.

(f) Effect on Aircraft Limitation

Nil.

(g) Effect on Aircrew Operation

Nil.

(h) Number of Parts Comprising the Order

One.

(Issued with A/L 262 - April 1963)

Application

2. Vampire Mk 35 - All aircraft.
Vampire Mk 35A - All aircraft.

Man-Hours and Trade Mustering Involved

3. Approximately 27 man-hours are required to incorporate the modification. The RAAF trade musterings involved are electrical, airframe and armame

(a) Amend paragraph 3 from line 4 onwards to read:-

"Electrical Fitter)
Airframe Fitter) 26 manhours

Responsibilities of each mustering for work detailed at para 12 to be divided in accordance with RAAF STI Aircraft General/3

Armament Fitter: 1 manhour (sub-paras b, ab)". AL269

When Modif

4. The modification is to be incorporated in all applicable Vampire aircraft as soon as practicable but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

5. The modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. De Havilland (Aust) Modification V371.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, etc

8. Nil.

Drawings

9. Nil.

(Issued with A/L 262 - April 1963)

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	5930-RAF-6575	5CW/6575	Switch, Micro	3	A
2	5930-RAF-6672	5CW/6672	Switch, Micro	10	A
3	H28/27024	AGS2001/B1	Nut, steel, mild, Hex Nyloc Insert, 4BA	18	C
4	H28/27025	AGS2001/C1	Nut, steel, mild, Hex Nyloc Insert, 2BA	2	C

Supply

11. Modification sets are to be obtained as follows:-

Items 1 & 2: Demand on Modification Centre No 1 Aircraft Depot for Vampire Modification No 371.

Items 3 & 4: Draw from unit stores.

Method and Sequence of Incorporation

12. ~~The electrical fitter is responsible for sub paras a, b, c, d, e, f, g, h, j, k, l, m, n, p, q, r, s, t, u, v, w, x, y and ac.~~

DELETE (AL 262)

~~The armament fitter is responsible for sub paras b and ab.~~

~~The airframe fitter is responsible for sub paras c, q, u, y, z and aa.~~

(a) Isolate power from the aircraft electrical system.

(b) Disarm both ejection seats and remove the first pilot's seat.

(c) Jack the aircraft up with all wheels clear of the ground.

(Issued with A/L 262 - April 1963)

(d) In the cockpit, locate the bracket holding the micro switch to the aft end of the first pilot's throttle box. Remove the bracket by undoing the screws into the existing lever gate, disconnect wiring after noting connections and remove the micro switch from the bracket.

(e) Obtain new micro switch (item 2) 1-off, connect existing wiring to the correct terminals and fit the micro switch to the existing bracket using existing screws and nuts.

(f) Refit the bracket assembly to its original position on the lever gate using existing screws and 2 new stiffnuts (item 4). Repart-number the throttle box from CE15-49A/8 to CE15-49A/8/Mod 371.

(g) On the nose wheel radius rod locate the existing micro switch, and after noting the wiring connections remove the micro switch and retain existing bolts, distance tube and washers for reassembly and discard stiffnuts.

(h) Connect existing wiring to a new micro switch (item 2) according to noted connections, and fit the switch using 2 stiffnuts (item 3) 2-off together with parts removed as above, and secure into position.

(j) Repart-number the complete radius rod assembly from 13UN117A/1 to 13UN117A/41.

(k) Locate the three micro switches mounted above the nose wheel mechanism, remove the top cover, plate, undo and withdraw the two bolts passing through the switches, retain bolts and washers and discard the stiffnuts. Disconnect the cables coded U14, U11 and U9 after noting connections at the centre micro switch, then remove it.

(l) Obtain new micro switch (item 1) 1-off, connect cables coded "U14", "U11" and "U9" to the noted connections and refit it back with the other micro switches using existing bolts, washers and 2 new stiffnuts (item 3). Refit cover over the micro switches and terminal blocks.

(m) On the port and starboard main undercarriage locate and remove the existing micro switches on the radius rods and after noting wiring connections replace with 2 new micro switches (item 2) using existing bolts and 4 new stiffnuts (item 3), after reconnecting wiring as noted. Repart-number the radius rod assemblies from G00 1094A/2 to G00 1094A/41 for port and from G00 1095A/2 to G00 1095A/41 for starboard.

(Issued with A/L 262 - April 1963)

(n) Locate the existing undercarriage uplock micro switches in the port and starboard wheel wells, and by gaining access to them through adjacent inspection panels and up through each well, note the wiring connections and remove the 2 switches.

(p) Obtain 2 new micro switches (item 2), reconnect wiring as noted and fit them to existing brackets using existing screws and 4 new stiffnuts (item 3). Repart-number the switch assemblies from G00/1747A to G00 1747A/41.

(q) Replace inspection panels.

(r) On the main undercarriage wheel doors locate existing micro switches and after noting wiring connection, remove them and replace with 2 new switches (item 2) and reconnect wiring as noted. Repart-number door assemblies from U15-63A to U15-63A/41 for port and from U15-64A to U15-64A/41 for starboard.

(s) Locate the micro switch mounted to the undercarriage forward diaphragms on each mainplane and remove them from the aircraft after noting electrical connections. Obtain 2 new micro switches (item 2) and after reconnecting the electrical wiring refit them using existing bolts, washers and 4 new stiffnuts (item 3).

(t) At the port undercarriage torque links locate the existing micro switch and after noting wiring connections remove the switch and fit a new micro switch (item 1) using 2 new stiffnuts (item 3) and reconnect wiring as noted.

(u) After carrying out the above modifications on the main planes repart-number them as follows:-

Mk 35	Port	- from W15-1041A/9	to W15-1041A/10
Mk 35	Stbd	- from W15-1043A/10	to W15-1041A/11
Mk 35A	Port	- from W15-1407A/9	to W15-1407A/10
Mk 35A	Stbd	- from W15-1409A/10	to W15-1409A/11

(v) At the engine top cowling, unfasten the forward LH panel to gain access to the undercarriage warning micro switch on the rear face of the engine bulkhead.

(Issued with A/L 262 - April 1963)

(w) Remove the existing used micro switch after noting wiring connections and replace it with a new micro switch (item 1).

(x) After ensuring that all electrical wiring reconnections have been satisfactorily carried out, reconnect the aircraft batteries.

(y) Refer to paragraph 18 "Tests" and adjust and set all micro switches and carry out functional checks as detailed.

(z) Lower the aircraft from the jacked position.

(aa) Close all panels opened during the modification.

(ab) Refit the first pilot's ejection seat and re-arm both the seats and make safe in accordance with existing instructions.

(ac) Close the nose cap.

Items Removed

13. The following items are removed on incorporation of the modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
4	G5C/4638		Switch Micro Mk 1A 5 amp	3	A
5	G5C/4639		Switch Micro Mk 4A 5 amp	10	A

Action on Items Removed

14. The removed items listed above have no further application and are to be actioned as follows:-

Transfer to Board of Survey.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. (a) The following spares are affected:-

Ident No	Part No	Nomenclature	Remarks
A79/504485	CE15-49A/9	Box, Control Engine, Port	Rework to para 12 sub-paras (d), (e) and (f) and re-identify as Part No CE15-49A/10 Ident No A79/504531.
A79/502156	13UN117A/1	Radius Rod Nose Assembly	Rework to para 12 sub-paras (g) and (h) and reidentify as Part No 13UN117A/41 and Ident No A79/504533.
A79/503633	G00 1094A/2	Radius Rod Assembly main U/C Port	Rework to para 12 sub-para (m) and reidentify as Part No G00 1094A/41 and Ident No A79/504529.
A79/503634	G00 1095A/2	Radius Rod Assembly main U/C St'bd	Rework to para 12 sub-para (m) and reidentify as Part No G00 1095A/41 and Ident No A79/504530.
A79/501812	G00 1747A	Switch, Up, Assembly	Rework to para 12 sub-para (p) and reidentify as Part No G00 1747A/41 and Ident No A79/504532.
A79/503932	U15-63A	Wheel Door Main U/C Port	Rework to para 12 sub-para (r) and reidentify as Part No U15-63A/41 and Ident No A79/504534.
A79/503933	U15-64A	Wheel Door Main U/C St'bd	Rework to para 12 sub-para (r) and reidentify as Part No U15-64A/41 and Ident No A79/504535.
A79/504506	W15-1041A/9	Plane, Main, Port (Mk 35)	Rework to para 12 sub-paras (m),(n),(p),(q),(r),(s),(t) and reidentify as Part No W15-1041A/10 and Ident No A79/504525.
A79/504519	W15-1043A/10	Plane, Main, St'bd (Mk 35)	Rework to para 12 sub-paras (m),(n),(p),(q),(r),(s) and reidentify as Part No W15-1043A/11 and Ident No A79/504526.

(Issued with A/L 262 - April 1963)

Ident No	Part No	Nomenclature	Remarks
A79/504504	W15-1407A/9	Plane, Main, Port (Mk 35A)	Rework to para 12 sub-paras (m),(n),(p),(q),(r),(s),(t) and reidentify as Part No W15-1407A/10 and Ident No A79/504527.
A79/504518	W15-1409A/10	Plane, Main, St'bd (Mk 35A)	Rework to para 12 sub-paras (m),(n),(p),(q),(r),(s) and reidentify as Part No W15-1409A/11 and Ident No A79/504528.

(b) A partial modification set will comprise:-

For spare (i) item 2 (1-off) and item 4 (2-off)
For spare (ii) item 2 (1-off) and item 3 (2-off)
For spare (iii) item 2 (1-off) and item 3 (2-off)
For spare (iv) item 2 (1-off) and item 3 (2-off)
For spare (v) item 2 (1-off) and item 3 (2-off)
For spare (vi) item 2 (1-off)
For spare (vii) item 2 (1-off)
For spare (viii) item 1 (1-off), item 2 (4-off), item 3 (8-off)
For spare (ix) item 2 (4-off), item 3 (4-off)
For spare (x) item 1 (1-off), item 2 (4-off), item 3 (8-off)
For spare (xi) item 2 (4-off), item 3 (4-off).

Items 1 to 4 inclusive are to be drawn from unit stores.

(c) Spares are to be modified by user units prior to fitment.

Additional Information

17. Not applicable.

Tests

18. Refer to AAP 721:79.33 Vol 1, Section 5 (A/L 13) Chapter 1, Group F, and adjust all micro switches as instructed after which carry out functional tests on all circuits affected by this modification.

Recording

19. Record incorporation of this modification as follows:-

(a) In the Airframe Log Book.

(b) On Form E/E 78 (Modification Progress Chart).

(c) Modification Incorporation Certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of an aircraft is negligible.

References : Files, Headquarters Support Command 2501/110/3564 and 2601/79/69-371

Date of Issue : 29th April 1963

(Issued with A/L 262 - April 1963)

AAP 721.79, VOLUME 2, PART 2 — VAMPIRE MODIFICATION NO 372

Class: 2

CANVAS SHROUD AND IMPROVED LACING FOR CONTROL COLUMN DUST BAG ASSEMBLY - INTRODUCTION

Introduction

1. This modification introduces shrouds, and improves the lacing for the existing control column dust bag assemblies.

This modification will prevent foreign bodies entering the underside of the false floor, past the dust bag assemblies.

Application

2. Vampire Mk 35 - All aircraft
Vampire Mk 35A - All aircraft

Man-Hours and Trade Musterings Involved

3. Approximately 4 man-hours are required to incorporate this modification.

The RAAF trade musterings involved are fabric workers and airframe fitters.

Fabric Worker	$3\frac{1}{4}$ man-hours	- Para 13(a)
Airframe Fitter	$\frac{3}{4}$ man-hour	- Para 13(b), (c)

When Modification is to be Incorporated

4. This modification is to be carried out on all applicable Vampire aircraft as soon as possible but not later than the next "D" servicing.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. De Havilland (Aust) Modification V372.

Orders and Instructions Superseded or Cancelled

7. Not applicable.

(Issued with A/L 252 - September 1962)

Special Tools, Jigs, etc

8. Not applicable.

Drawings

9. Drawing A14381 sheets 1 and 2 are attached (De Havilland (Aust) drawing OOM 1372).

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No off Per Set	Stores Class
1	H28/6691	AGS 232E	Eyelet, brass, 3/16" ID	8	
2	I32A/94		Cord, Stringing, Spec 4F35	AR	
3	I32B/500096		Duck, Cotton, White, 10 oz x 36" wide	AR	
4	K3/321		Enamel, cellulose, black to spec K18	AR	
5	K4/152		Beeswax	AR	

Supply

11. Modification sets are to be obtained as follows:-

Items 1 - 5 - Draw from unit stores.

Method and Sequence of Incorporation

12. The fabric worker is responsible for sub-para (a). The airframe fitter is responsible for the remainder.

(a) Manufacture two F15-997A shrouds in accordance with Sheet 1 of the drawing.

(b) Relace both of the existing control column dust bags in accordance with Sheet 2 of the drawing.

(c) Fit the new shrouds F15-997A in accordance with Sheet 2 of the drawing.

(Issued with A/L 252 - September 1962)

Items Removed

13. Not applicable.

Action on Items Removed

14. Not applicable.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. Not applicable.

Additional Information

17. Not applicable.

Tests

18. Not applicable.

Recording

19. Record incorporation of this modification as follows:-

(a) In Airframe Log Book.

(b) On form E/E 78 (Modification Progress Chart).

(c) A Modification Incorporation Certificate is to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Form E/E 9 is to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

Reference: File, Headquarters Support Command, 2501/110/3617

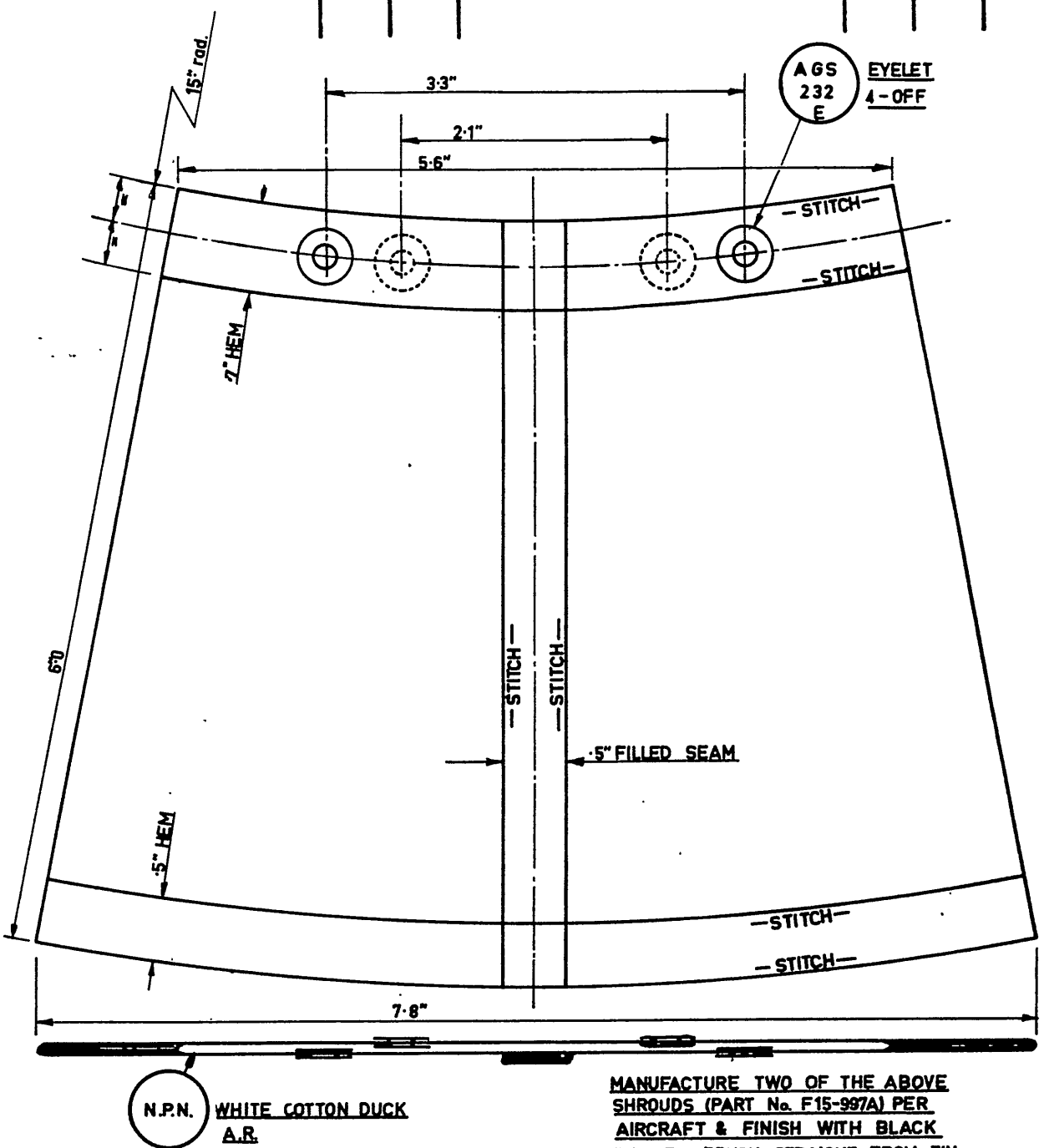
Attachments: Drawing A14381, Sheets 1 and 2 (De Havilland (Aust) Drawing 00M1372)

Date of Issue: 14th September 1962

(Issued with A/L 252 - September 1962)

DO NOT SCALE

ISSUE NO	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED
	24·5·62				



MANUFACTURE TWO OF THE ABOVE SHROUDS (PART No. F15-997A) PER AIRCRAFT & FINISH WITH BLACK ENAMEL - BRUSH STRAIGHT FROM TIN

VIEW ON FINISHED SHROUD WHEN FOLDED FLAT

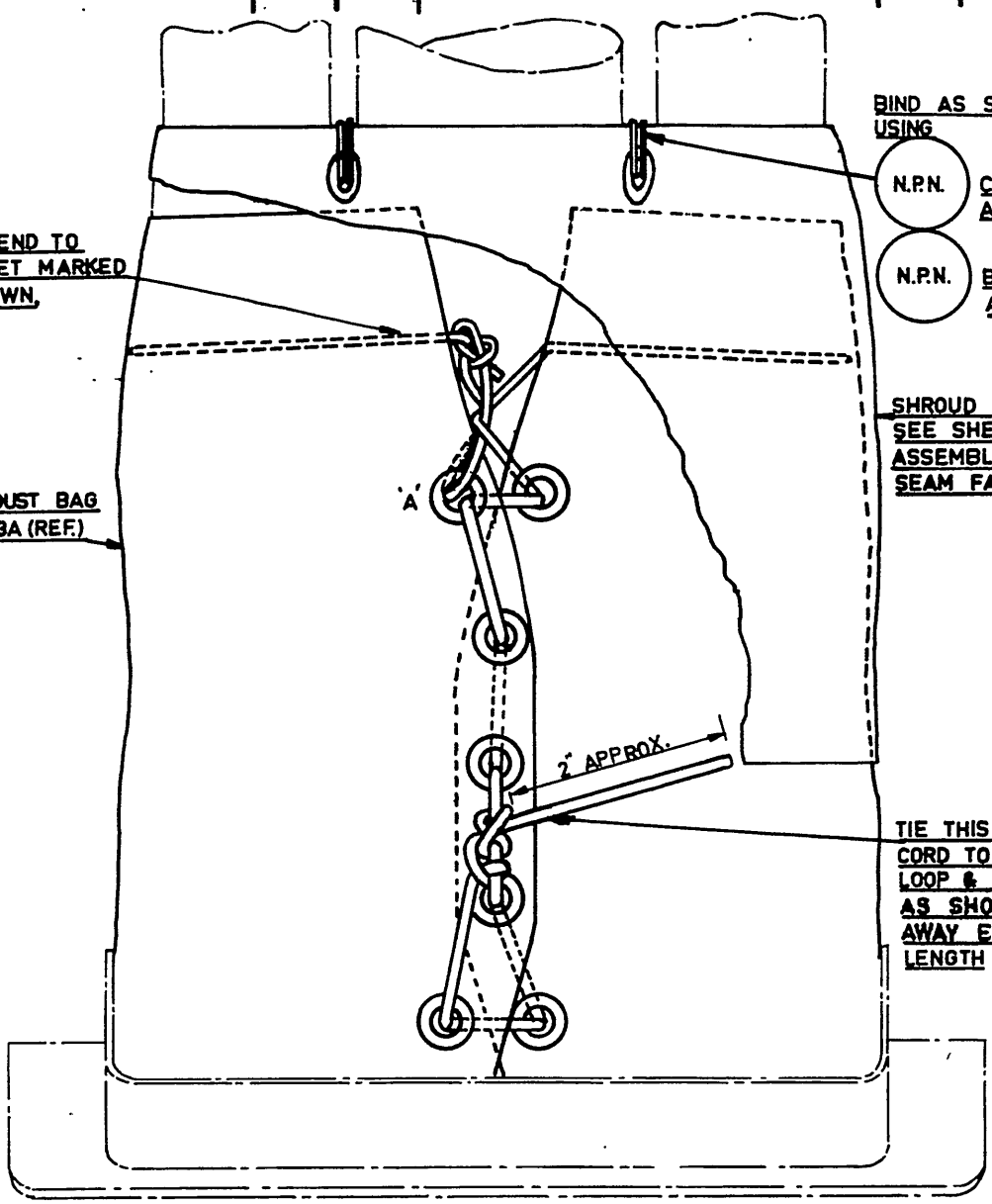
DE HAVILLAND DRAWING COM372 SHEET 1 OF 2 SHEETS.

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING	CANVAS SHROUD AND IMPROVED LACING FOR CONTROL COLUMN DUST BAG ASSY. —INTRODUCTION—

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	±0·10"	SPEC.		MACHINE	VAMPIRE MK. 35, 35A
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD. 372.
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.CZI		SCALE		DRAWING NO.	A 19381 SHT. 1 OF 2 — DRWG. A SIZE
		DRAWN	APPROVED		
		TRACED	CHECKED		

DO NOT SCALE

ISSUE NO	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED
	24·5·62				



VIEW ON CONTROL COLUMN DUST BAG ASSEMBLY SHOWING NEW METHOD OF LACING & ASSEMBLY OF NEW SHROUD (PORTION OF WHICH IS CUT AWAY PICTLY FOR CLARITY)

DE HAVILLAND DRAWING No. OOM 1372 SHEET 2 OF 2 SHEETS

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING	CANVAS SHROUD AND IMPROVED LACING FOR CONTROL COLUMN DUST BAG ASSY —INTRODUCTION—

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	VAMPIRE MK. 35, 35A.
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD. 372
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.D.Z1		SCALE		DRAWING NO.	A14381 SHT. 2 OF 2
		DRAWN	APPROVED R.W.K.		DRWG. A SIZE
		TRACED	CHECKED		

AAP 721:79, VOLUME 2, PART 2 VAMPIRE MODIFICATION NO 373

Class 2

RUDDER PEDAL CROSS TUBE LINKAGE - MILD STEEL DISTANCE PIECES - INTRODUCTION

Introduction

1. This modification introduces mild steel distance pieces in lieu of bronze distance pieces at the rudder pedal cross tube linkage.

This modification will prevent partial seizure and grating noises in the cross tube linkage.

Application

2. Vampire Mk 35 - All aircraft.

Vampire Mk 35A - All aircraft.

Man-Hours and Trade Musterings Involved

3. Approximately 40 man-hours are required to incorporate this modification.

The RAAF trade musterings involved are Airframe, Armament and Electrical fitters.

Armament fitter - 1 man-hour

Instrument fitter - 8 man-hours

Airframe fitter - 30 man-hours

Electrical fitter - 1 man-hour

When Modification is to be Incorporated

4. This modification is to be carried out on all applicable Vampire aircraft at the next "E" servicing or earlier, if deemed necessary due to partial seizure of the distance pieces.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots' and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modification

6. De Havilland (Aust) Modification V373.

(Issued with A/L 256 - December 1962)

Orders and Instructions Superseded or Cancelled

7. Not applicable.

Special Tools, Jigs, etc

8. The following special tool is required and is to be obtained from local resources:-

Reamer, 3/8" dia x $2\frac{1}{2}$" overall length.

Drawings

9. Drawing A14388 is attached (De Havilland Aust drawing OOM1373).

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1		CF15-621	Distance Piece	2	
2	(H28/ N/I (5306RAF28D16106	A59/13E	Bolt HTS Hex Hd, Close Tolerance, Cad Plated, 1/4" BSF x 1.8" long	2	
3	H28/12930	A27/ES	Nut, Steel, Medium Tensile, Slotted, 1/4" BSF	2	
4	H28B/12462	SP9/C8	Pin, Split, Nickel Alloy, 1/16" Dia x 1" long	4	
5	9150-RAF-34B-9425139		Grease, XG276	AR	
6	I32B/500085		Tape, Lassoband, Black 2" wide, Spec BS 1133 Sect, 14 C/1	AR	

Supply

11. Modification sets are to be obtained as follows:-

Items 1-4 : Demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown for Vampire Modification No 373.

Items 5 and 6 : Draw from unit stores.

Method and Sequence of Incorporation

12. The armament fitter is responsible for sub-para (a) (ii) and (f) (vii).

The instrument fitter is responsible for sub-para (a) (iv) and (f) (v).

The electrical fitter is responsible for sub-para (a) (i) and (f) (i) and (f) (viii).

The airframe fitter is responsible for the remainder of para 12.

(a) Carry out the following in accordance with current authorised procedure:-

(i) Disconnect the aircraft batteries.

(ii) Disarm both ejection seats.

(iii) Remove both ejection seats.

(iv) Disconnect and remove the instrument panel.

(v) Disconnect the rudder cables at the cross tube assembly. Discard the two split pins removed.

(b) Locate the rudder pedal cross tube linkage at the port end of the two rudder pedal cross tubes and referring to the attached drawing, remove the two existing bolts A30/13E, distance pieces CF15-351, links 13.CF447, nuts and split pins. Discard all the above except the links 13.CF447.

Note: Various parts of the assembly may be seized and difficulty will probably be experienced in removing the above parts. It may therefore be necessary to detach (without necessarily disconnecting) the following parts in order to give increased accessibility.

(i) All false floor panels on the port side.

(ii) Port foot motor.

(iii) Port electrical disconnect panel.

(c) Refer to the attached drawing and ream out the existing bushes K9815 using the special reamer called up in para 9. Smear the inside of the bushes with Molybdenum disulphide grease (item 5).

(d) Refer to the attached drawing and drill the bolts (item 2) for the split pins (item 4) by temporarily assembling the links retained from operation (b) with the distance pieces (item 1), the bolts (item 2) and the nuts (item 3).

(e) Assemble the above items to the aircraft and fit the split pins (item 4).

Note: Item 1 has already been specially treated with molybdenum disulphide and should not be wiped clean before installing.

(f) Carry out the following in accordance with current authorised procedure:-

(i) Replace the port Electrical disconnect panel (if removed).

(ii) Replace the port foot motor (if removed).

(iii) Replace the false floor (if removed) and seal any gaps with Lassoband tape (item 6).

(iv) Reconnect and tension the rudder cables using existing items and 2 off split pins (item 4).

(v) Reconnect and replace the instrument panel.

(vi) Replace both ejection seats.

(vii) Re-arm both ejection seats.

(viii) Reconnect the aircraft batteries.

Items Removed

13. The following item is removed on incorporation of this modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
7		CF15-351	Distance Piece	2	

Action on Items Removed

14. The removed item listed above has no further application to this use and is to be actioned as follows:-

Item 7 - to be discarded.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. Not applicable.

Additional Information

17. Not applicable.

Tests

18. (a) Test all flying controls for correct functioning.

(b) Test the pitot-static system in accordance with AAP 750:00, Vol 2, Part 1, Instrument Instruction No 1.21/1.

(c) Carry out a functional check of all electrical circuits associated with the instrument panel.

Recording

19. Record incorporation of this modification as follows:-

(a) In airframe log book.

(b) On form E/E 78 (Modification Progress Chart).

(c) Modification Incorporation Certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

References : File, Headquarters Support Command, 2501/110/3618 and DQC Defect Report S/No DQC/DH/Vampire/18/61

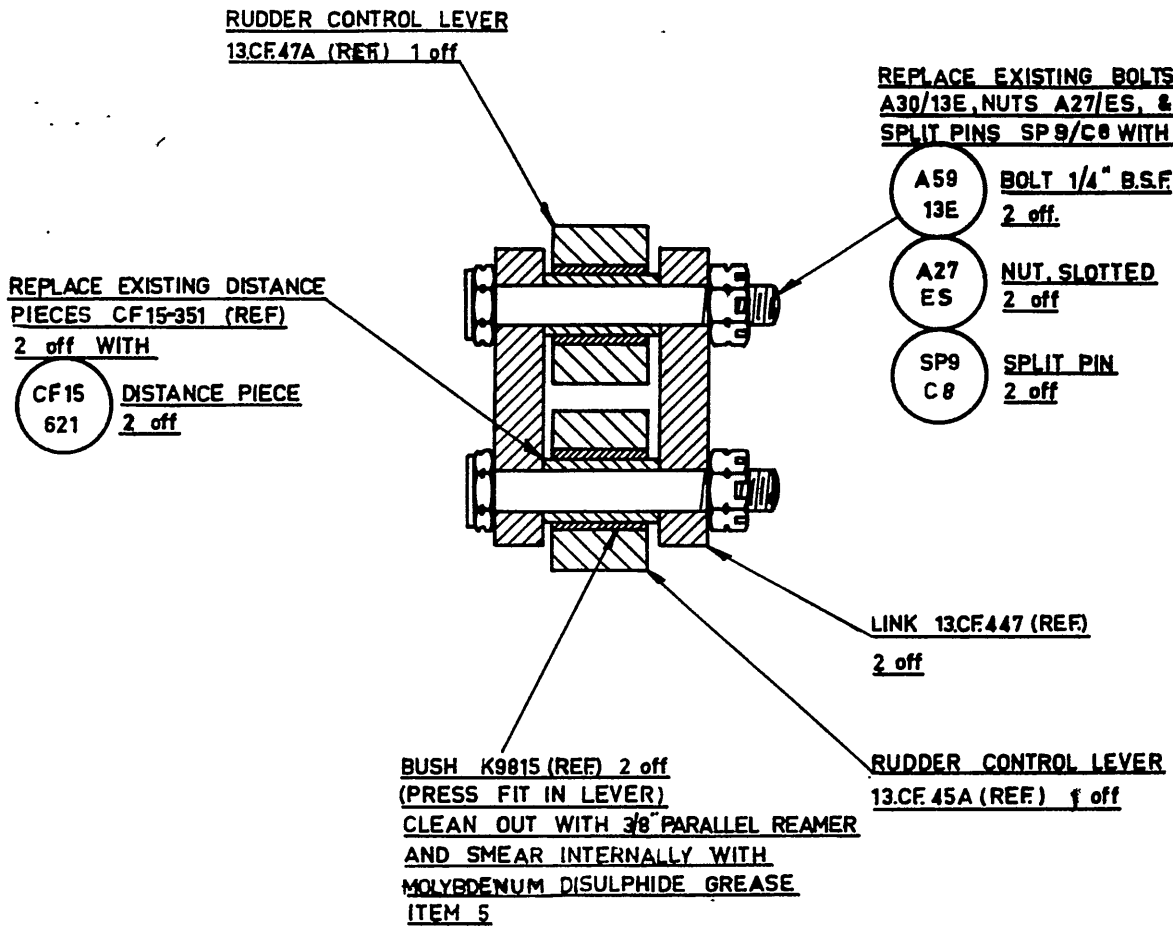
Attachments : Drawing No A14388 (De Havilland Aust Drawing No OOM1373)

Date of Issue : 19th December 1962

(Issued with A/L 256 - December 1962

DO NOT SCALE

ISSUE NO	DATE	ALTERATION	U. I. L.	INITIALS	APPROVED
	25·6·62				



SECTION THROUGH RUDDER PEDAL CROSS TUBE LINKS

DE HAVILLAND AUST. DRAWING No. OOM1373 SHEET 1 OF 1 SHEETS

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING	RUDDER PEDAL CROSS TUBE LINKAGE MILD STEEL DISTANCE PIECES -INTRODUCTION-

LIMITS UNLESS STATED		MATERIAL		COMPOSITION OF	
DECIMALS	± .010"	SPEC.		MACHINE	VAMPIRE MK. 35,35A.
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD. 373.
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.CZI		SCALE		DRAWING NO.	A 14368
		DRAWN	APPROVED Rwk		DRWG SIZE A
		TRACED	CHECKED		

AAP 721.79, VOLUME 2, PART 2 VAMPIRE MODIFICATION NO 374

Class 3

RADIO - IMPROVED CO-AXIAL CABLE CONNECTORS

Introduction

1. (a) The Reason for the Modification

Reports have been received that the thermo-plastic inserts of the plugs PL-258 and connectors PL-259 have been melting and flowing in normal service. These are to be replaced by the standard N Type Connectors having teflon inserts.

(b) Description and Features by which the Modification can be Recognised

Nil.

(c) Relationship with Other Modifications

Nil.

(d) Reason of Classification

Nil.

(e) Effect on Servicing and/or Ground Handling

Nil.

(f) Effect on Aircraft Limitations

Nil.

(g) Effect on Aircrew Operation

Nil.

(h) Number of Parts Comprising the Order

One.

Application

2. All Vampire aircraft.

Man-Hours and Trade Mustering Involved

3. The trade mustering involved is Radio Technician (A) for 1 man-hour.

(Issued with A/L 265 - May 1963)

When Modification is to be Incorporated

4. This A/C as soon as ~~modification se~~ AL 281 Insert the following:-

" but not later than the next "E" servicing after modification sets are available. Additionally, the modification is to be carried out whenever the following conditions arise:-

(i) when the aircraft is allotted to the contractors for Mainplane Fatigue Rectifications;

(ii) whenever No 1 Port Fuel Cell is removed;

(iii) in the event of the failure of a Plug PL 259. "

Responsibility

5. The r aircraft depots aircraft.

Equivalent Modi

6. Nil.

Orders and Instruction Para 12 - delete lines 1 and 2.

7. Nil.

Special Tools, Jigs etc

8. Nil.

Drawings

9. Nil.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No off per set	Stores Class
1	5935-321-4893	R15-439A	Plug UG-21 D/U	1	C
2		R15-437A	Cable Jack UG-23 D/U	1	C

Supply

11. Modification sets are to be obtained as follows:-

Demand on Modification Centre De Havilland Aircraft Pty Ltd Bankstown NSW for Vampire Modification No 374.

(Issued with A/L 265 - May 1963)

Method and Sequence of Incorporation

12. ~~This modification is to be incorporated on an opportunity basis when the engine is removed from the airframe.~~ Delete AL 281

(a) Disconnect the aerial co-axial cable at the junction, remove the connector PL-259.

(b) Cut off both plugs PL-258 (Do not attempt to unsolder these plugs).

(c) Install plug UG-21 D/U (item 1) on the fuselage.

(d) Install cable jack on the wing cable end.

(e) Reconnect the aerial cables.

Items Removed

13. The following items are removed on incorporation of the modification:-

Item No	Ident No	Part No	Nomenclature	No off per set	Stores Class
3	5935-204-8184		Plug PL-258	2	C
4			Plug PL-259	1	C

Action on Items Removed

14. The removed items listed in paragraph 13 have no further application, and are to be actioned as follows:-

Discarded in all cases.

Action on Stock Holdings of Removed

15. Nil.

Modification of Spares

16. Not applicable.

Additional Information

17. Nil.

(Issued with A/L 265 - May 1965)

Tests

18. Switch on the TR 1936 and test for transmission and reception.

Recording

19. Record incorporation of the modification as follows:-

(a) Record in the Airframe Log Book.

(b) Modification incorporation certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on weight and balance is negligible.

Reference: File, Headquarters Support Command, 2846/3/304

Date of Issue: 20th May 1963

AAP 721.79 VOL 2 PART 2 VAMPIRE MODIFICATION NO 375

Class: 2

AUXILIARY FUEL SYSTEM - JETTISONABLE FUEL TANKS INTRODUCTION OF FIBRE GLASS BREAK TUBES IN LIEU OF GLASS BREAK TUBES

Introduction

1. (a) The Reason for the Modification

Numerous instances have occurred where the existing glass break tubes of the jettisonable auxiliary fuel tank system have fractured in flight. This caused lack of fuel feed from the drop tank and often resulted in abortive flight.

(b) Description and Features by which the Modification can be Recognised

This modification introduces improved fibre glass break tubes that have been fabricated and tested to preclude this type of occurrence.

(c) Relationship with Other Modifications

Nil.

(d) Reason for Classification

Improvement of the operational reliability of Vampire aircraft when flying with auxiliary fuel system drop tanks.

(e) Effect on Servicing and/or Ground Handling

Nil.

(f) Effect on Aircraft Limitation

Nil.

(g) Effect on Aircrew Operation

Nil.

(h) Number of Parts Comprising the Order

One.

(Issued with A/L 272)

Application

2. All Vampire Mk 35 and 35A aircraft.

Man-Hours and Trade Mustering Involved

3. Approximately 1 man-hour is required to incorporate this modification. The trade mustering involved is airframe fitter.

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable Vampire aircraft as soon as practicable but not later than the next flight with drop tanks after modification sets are available.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. De Havilland (Aust) Modification V375.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, etc

8. Nil.

Drawings

9. Nil.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	A79/504536	P15-615	Tube Break - Vent	2	C
2	A79/504537	P15-617	Tube Break - Fuel	2	C

(Issued with A/L 272)

Supply

11. Modification sets are to be obtained as follows:-

Items 1 and 2 - Demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown NSW, for Vampire Mod 375.

Method and Sequence of Incorporation

12. (a) Aircraft Fitted with Jettisonable Fuel Tanks

(i) Remove the auxiliary fuel tanks from the aircraft in accordance with instructions detailed in AAP 721.79 Vol 1.

(ii) Remove the existing glass fuel and air break tubes and discard same.

(iii) Insert the new items 1 and 2 in their respective flexible lines and tighten the jubilee clips.

(iv) If required, refit the auxiliary fuel tanks and carry out checks laid down in Vampire Instruction No 25.

(b) Aircraft Not Fitted with Auxiliary Fuel Tanks

(i) Locate the auxiliary fuel tanks belonging to the aircraft.

(ii) Remove the existing glass break tubes and discard same.

(iii) Fit items 1 and 2 in their respective flexible lines and tighten jubilee clips.

(iv) At next fitment of tanks, carry out checks laid down in Vampire Instruction No 25 for leaks.

Items Removed

13. The following items are removed on incorporation of the modification:-

(Issued with A/L 272)

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
3	A79/501414	P00 260	Tube Break - Vent	2	C
4	A79/501415	P00 261	Tube Break - Fuel	2	C

Action on Items Removed

14. The removed items listed in paragraph 13 have no further application, and are to be actioned as follows:-

To be discarded.

Action on Stock Holdings of Removed Items

15. Action will be taken at normal review period by Headquarters Support Command.

Modification of Spares

16. Not applicable.

Additional Information

17. Nil.

Tests

18. Carry out test as laid down in Vampire Inst No 25.

Recording

19. Record incorporation of the modification as follows:-

(a) In airframe log book.

(b) On Form E/E 78.

(c) Modification incorporation certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

(Issued with A/L 272)

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

References: Files, Headquarters Support Command 2601/79/59 and 2501/110/3958

Date of Issue: 10th December 1963

(Issued with A/L 272)

AAP 721.79, VOLUME 2, PART 2 VAMPIRE MODIFICATION NO 376

Class: 2

HYDRAULIC BRAKE SYSTEM - MK 3 CONTROL VALVE - INTRODUCTION OF AN ADDITIONAL STIFFENER AT THE CONTROL VALVE MOUNTING BRACKET

Introduction

1. (a) The Reason for the Modification

To provide additional rigidity to Control Valve Bracket to obviate vibration in pipe lines in this area and consequent pipe fatigue.

(b) Description and Features by which the Modification can be Recognised

The introduction of a stiffener at the top of the Control Valve Bracket similar to the existing one at the bottom.

(c) Relationship with Other Modifications

Nil.

(d) Reason of Classification

Incorporation of this modification will ensure additional rigidity of Control Valve Bracket and reduce the possibility of pipe fatigue in this area.

(e) Effect on Servicing and/or Ground Handling

Nil.

(f) Effect on Aircraft Limitation

Nil.

(g) Effect on Aircrew Operation

Nil.

(h) Number of Parts Comprising the Order

One.

(Issued with A/L 267 - May 1963)

Application

2. Vampire Mk 35A - All Aircraft.
Vampire Mk 35 - All Aircraft.

Man-Hours and Trade Musterings Involved

3. Approximately 4 man-hours are required to incorporate the modification. The RAAF trade mustering involved is airframe fitter.

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable Vampire aircraft as soon as practicable but not later than the next "D" Servicing after modification sets are available.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. De Havilland (Aust) Modification V376.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, etc

8. Nil.

Drawings

9. Drawing No A14674 is attached.

Modification Parts List

10. The following items are required to complete one modification set:-

(Issued with A/L 267 - May 1963)

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1		CF15-291ND	Stiffener	1	
2	5320-PN-AS2229/304	AS2229/304	Rivet C/sk Hd 90° Al Al 3/32" dia x ¼" long	6	
3	K3/386	-	Compound, Sealing, Bostik 1751	AR	
4	K3/387	-	Cement, Adhesive, Bostik 1790	AR	

Supply

11. Modification sets are to be obtained as follows:-

Items 1-2 Demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown NSW, for Vampire Modification No 376.

Items 3-4 Draw from unit stores.

Method and Sequence of Incorporation

12. The airframe fitter is responsible for the complete paragraph.

(a) Open nose cap and disconnect the aircraft battery.

(b) Release all hydraulic pressure in accordance with AAP 721.79, Volume 1, Section 3, Chapter 6.

(c) Remove the three 2BA bolts and washers securing the Brake Pressure Reducing Valve Attachment Bracket CF15-281A to the Park Brake Control Box and retain for reassembly.

(d) Remove the four 2BA bolts and washers securing the Brake Pressure Reducing Valve to the Attachment Bracket CF15-281A and retain for reassembly. If necessary securely support the valve.

(e) Remove the three 2BA bolts and washers securing the Attachment Bracket CF15-281A to the bulkhead and retain for reassembly. Refer to drawing and locate the additional Stiffener CF15-291ND in position on the Attachment Bracket CF15-281A.

(Issued with A/L 267 - May 1963)

(f) C/Sink 6 off No 41 holes in Bracket CF15-281A and rivet Stiffener CF15-291ND in position. Repart number from CF15-281A to CF15-657A.

(g) Bolt Attachment Bracket CF15-657A to bulkhead, sealing with Bostik 1790 and 1751 using bolts and washers retained in operation (e).

(h) Bolt the Park Brake Control Box and the Brake Pressure Reducing Valve to the attachment bracket using 2BA bolts and washers retained in operations (e) and (d).

(j) Reconnect the aircraft battery and close the nose cap.

Items Removed

13. Nil.

Action on Items Removed

14. Not applicable.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. Not applicable.

Additional Information

17. Nil.

Tests

18. Nil.

Recording

19. Record incorporation of this modification as follows:-

(a) In airframe log book.

(b) On form E/E 78 (Modification Progress Chart).

(Issued with A/L 267 - May 1963)

(c) Alter part number as called for in Para 12(f).

Modification incorporation certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

References: Files, Headquarters Support Command, 2601/79/42 and 2501/110/3969
East Sale Defect Report S/No 344/61

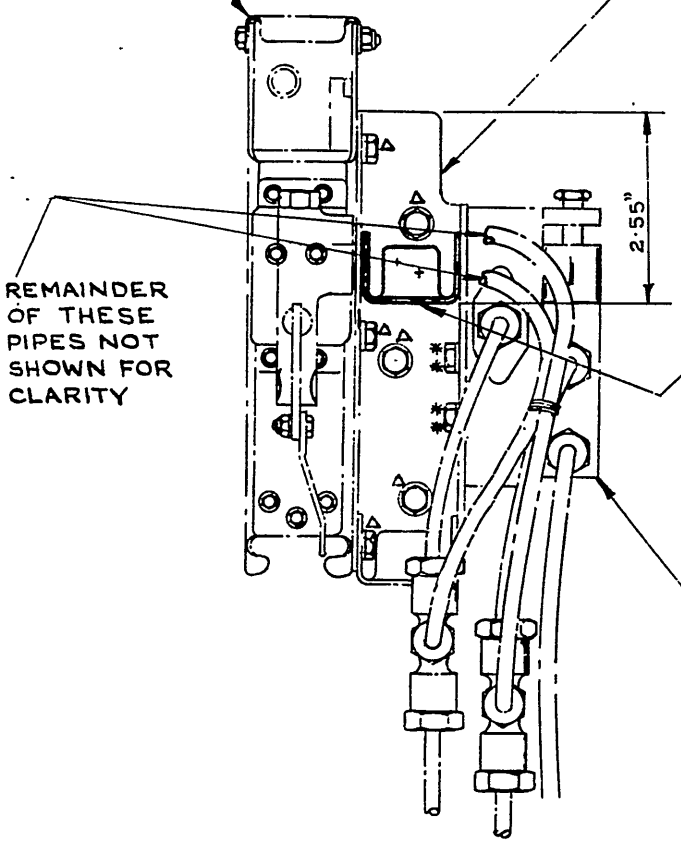
Attachment: Drawing A14674

Date of Issue: 31st May 1963

(Issued with A/L 267 - May 1963)

DO NOT SCALE

ALTERATION	D. I. L.	INITIALS	APPROVED



VIEW ON PORT SIDE OF BULKHEAD Nº 1

DE HAVILLAND (AUST.) DRAWING No. 00M1376 SHEET 1 OF 1

DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGIN.	INTRO. OF ADDITIONAL STIFFENER AT CONTROL VALVE MOUNTING BRACKET.
	VAMPIRE MK 35, 35A
	VAMPIRE MOD No. 376
	A14674

AAP 721.79, Vol 2, Pt 2 VAMPIRE MODIFICATION NO 377

Class 2

MAIN UNDERCARRIAGE COMPRESSION LEGS TO INTRODUCE STEEL DOWELS AND LOCKING PINS TO POSITIVELY LOCATE THE RETRACTION JACK LEVER

Introduction

1. (a) The Reason for the Modification

To prevent shearing of undercarriage jack lever attachment bolts.

(b) Description and Features by which the Modification can be Recognized

The two centre jack lever attachment bolts are replaced by HT steel dowels which are locked to the lever arm by 3/32" dia steel pins.

(c) Relationship with Other Modifications

Nil.

(d) Reason of Classification

Non-incorporation of this modification may lead to shearing of the jack lever attachment bolts.

(e) Effect on Servicing and/or Ground Handling

Nil.

(f) Effect on Aircraft Limitation

Nil.

(g) Effect on Aircrew Operation

Nil.

(h) Number of Parts Comprising the Order

One.

Application

2. All Vampire Mks 35 and 35A aircraft.

(Issued with A/L 277)

Man-Hours and Trade Mustering Involved

3. Approximately 46 man-hours will be required to incorporate this modification. The trade mustering responsible is airframe fitter.

When Modification is to be Incorporated

4. This modification is to be carried out on all applicable Vampire aircraft at the next "E" servicing or earlier if necessary, due to the shearing or looseness of the jack lever attachment bolts.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. Hawker De Havilland Modification V377.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, etc

8. The following special tools are required and are held by Hawker De Havilland Australia Pty Ltd:-

Tool No	Nomenclature		
SDM398	Reamer		
SDM400	Plug Gauge)	go diameter	.3434"
	)	no go diameter	.3442"

Drawings

9. Drawing No A14851 attached.

Modification Parts List

10. The following items are required to complete one modification set:-

(Issued with A/L 277)

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	N/I	U15-111ND	Pin, Lock	4	
2	N/I	U15-113	Dowel	4	

Supply

11. Modification sets are to be obtained as follows:-

(a) Items 1 & 2 : Demand on Modification Centre, Hawker De Havilland Pty Ltd, Bankstown, for Vampire Modification No 377.

(b) A partial modification set is to be demanded for the modification of the spares shown in para 16.

Method and Sequence of Incorporation

12. The airframe fitter is responsible for the complete paragraph.

(a) Jack up the aircraft and remove both main undercarriage legs complete, in accordance with current authorized procedure. Carry out the following operations (b) to (g) on both main undercarriage legs.

(b) Refer to the drawing and remove all four countersunk head bolts, Part No G001695, Ident No A79/501511. Examine them for signs of bending or shearing. If any one shows signs of such damage, discard all four bolts and obtain two new bolts from stores. Otherwise, return two of the bolts to stores for future re-use and retain the remaining two.

(c) Refer to the drawing and drill two No 50 dia pilot holes in the lever G001007-8A.

(d) Bolt the lever G001007-8A to the leg using the two bolts retained from operation (b).

(e) Carefully drill and ream out the two centre bolt holes to a dia of .3434" to .3442" by .90" deep. It is recommended that a suitable cradle be made up so that the drilling and reaming may be done on a vertical drill. Check the dia using a plug gauge.

(f) Refer to the drawing and fit the dowels U15-113. Extend 2 holes No 50 dia x .35" deep for the lock pins U15-111ND and open them out to No 42 dia.

(g) Tap the lock pins U15-111ND in position, centre pop to lock.

(h) Repart No the leg assembly from U15-25A/1 to U15-117A or from U15-26A/1 to U15-118A. Also repart No the compression leg from U15-31A/1 to U15-115A or from U15-32A/1 to U15-116A.

(j) Replace the undercarriage legs in the aircraft in accordance with current authorized procedure. Remove the aircraft jacks.

Items Removed

13. The following item is removed on incorporation of this modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
3	A79/501511	G001695	Bolt 5/16" BSF Special	4	C

Action on Items Removed

14. The removed item listed above has no further application to this use and is to be actioned as follows:-

Item 3 : Discard.

Action on Stock Holdings of Removed Items

15. Item 3 : Retain as current stock.

(Issued with A/L 277)

Modification of Spares

16. The following spares are affected and are to be modified at the direction of Headquarters Support Command:-

Ident No	Part No	Nomenclature	Remarks
(a) A79/504333	U15-25A/1	Leg, Compression Assy, Port	Rework to paras 12(b) to (h) inclusive and repart No U15-117A and Ident No A79/504540.
(b) A79/504334	U15-26A/1	Leg, Compression Assy, Stbd	Rework to paras 12(b) to (h) inclusive and repart No U15-118A and Ident No A79/504541.
(c) 1620-010-8690	U15-31A/1	Leg, Compression Port	Rework to Dwg U15-115A. Repart No U15-115A and Ident No A79/504659. Copies of the Drawing U15-115A may be obtained on request from Hawker De Havilland Pty Ltd, Bankstown.
(d) 1620-010-8691	U15-32A/1	Leg, Compression Stbd	Rework to Dwg U15-116A. Repart No U15-116A and Ident No A79/504660. Copies of the Drawing U15-116A may be obtained on request from Hawker De Havilland Pty Ltd, Bankstown.
(e) A79/500767	G001007A	Lever, Jack Operating, Stbd	These levers may no longer be used as spares for post mod V377 legs without a suitable repair scheme. They are to be retained for use when modifying spares (c) and (d).
(f) A79/500768	G001008A	Lever, Jack Operating, Port	
(g) A79/504643	W15-1041A/15	Plane, Main, Mk 35, Port c/w Controls, Fuel Lines, Piping, Electrical Services and Undercarriage.	Rework to para 12 and re-identify as P/No W15-1041A/16 and Ident No A79/504830.

Ident No	Part No	Nomenclature	Remarks
(h) A79/504644	W15-1043A/15	Plane, Main, Mk 35, Stbd, c/w Controls, Fuel Lines, Piping, Electrical Services and Undercarriage.	Rework to para 12 and re-identify as P/No W15-1043A/16 and Ident No A79/504831.
(j) A79/504645	W15-1407A/15	Plane, Main, Mk 35A, Port, c/w Controls, Fuel Lines, Piping, Electrical Services and Undercarriage.	Rework to para 12 and re-identify as P/No W15-1407A/16 and Ident No A79/504832.
(k) A79/504646	W15-1409A/15	Plane, Main, Mk 35A, Stbd, c/w Controls, Fuel Lines, Piping, Electrical Services and Undercarriage.	Rework to para 12 and re-identify as P/No W15-1409A/16 and Ident No A79/504833.

Additional Information

17. If the jack operating levers have to be replaced post this mod, it will be necessary to use oversize dowels as called for on Hawker De Havilland Drawing RS001851.

Tests

18. Carry out a full functional and operational check on the complete hydraulic system and all hydraulically operated components in accordance with AAP 721.79, Vol 1, Sect 3, Chap 6, Para 32.

Check the undercarriage micro-switch settings. Check the undercarriage door lock teleflex mechanism for correct operation in accordance with Vampire Instruction No 11.

Recording

19. Record incorporation of the modification as follows:-

(a) In aircraft log book.

(b) On Form E/E 78.

(c) Modification incorporation certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civlian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

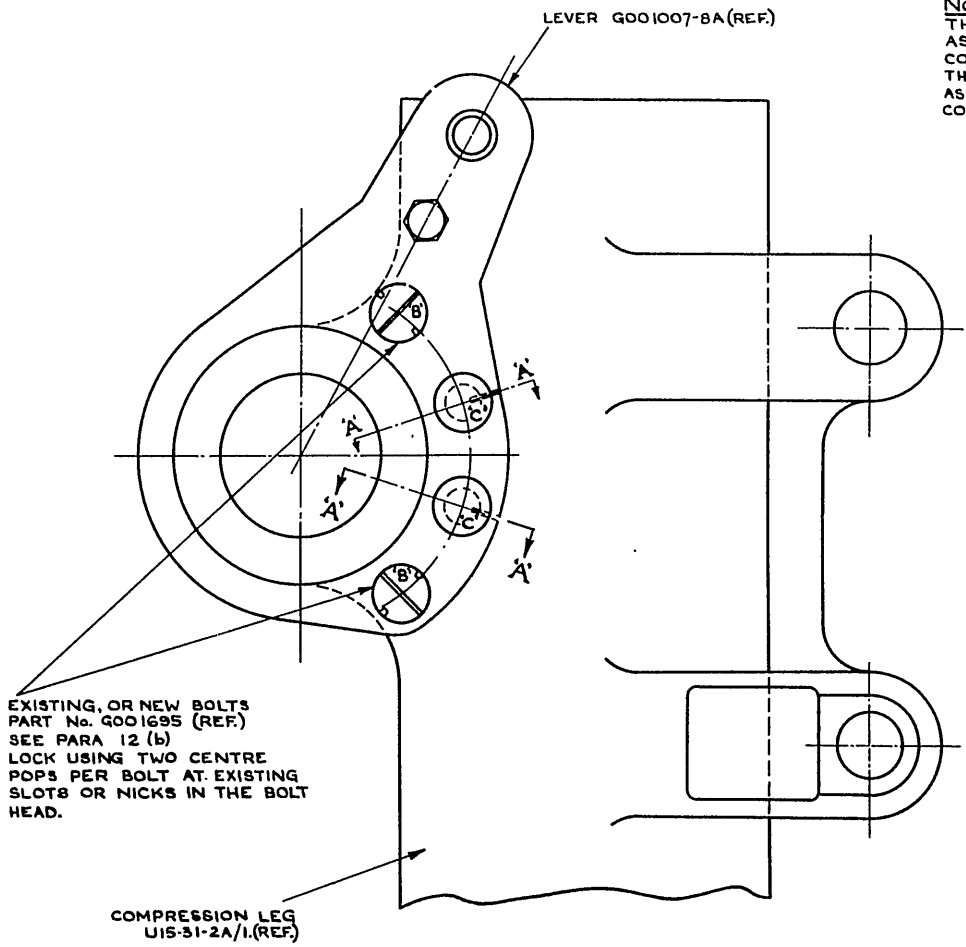
References: Files, Headquarters Support Command, 2601/79/34 and 2501/110/4205
QCB/DH Defect Report S/Nos 14/61, 17/61 and 24/61

Attachment: Drawing No A14851 attached

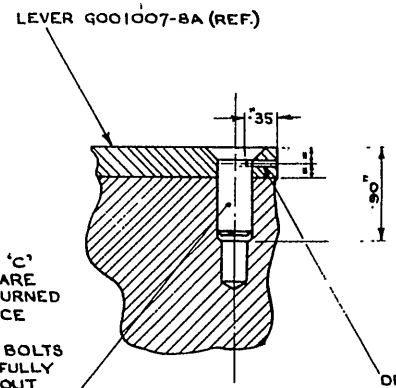
Date of Issue: 2nd March 1964
Re-issued 20th July 1964

(Issued with A/L 285)

DO NOT SCALE



NOTE !
THE LEVER G001007/116 ASSEMBLED TO THE COMPRESSION LEG U15-32A/1
THE LEVER G001008/116 ASSEMBLED TO THE COMPRESSION LEG U15-31A/1



REMOVE THE TWO BOLTS 'C' PT. No. G001695, WHICH ARE TO BE DISCARDED OR RETURNED TO STORES IN ACCORDANCE WITH PARA 12 (b).
ENSURE THAT THE TWO BOLTS 'B' PT. Nº G001695 ARE FULLY TIGHTENED, THEN OPEN OUT THE BOLT HOLES 'C' .90" DEEP WITH A LETTER 'R' DRILL.
REAM OUT TO : $\frac{.3434"}{.3432"}$ DIA
FIT U15/113 DOWEL 2-OFF PER LEG.

DRILL THIS HOLE Nº 50 X .35" DEEP AND OPEN OUT WITH A Nº 42 DRILL.
FIT U15/111/ND LOCK PIN 2-OFF PER LEG
AFTER FITMENT OF DOWELS.

NOTE!
1. REPART No THE COMPRESSION LEG FROM U15-31A/1 TO U15-115A
OR
FROM U15-32A/1 TO U15-116A
2. REPART No THE COMPRESSION LEG ASS'Y FROM U15-25A/1 TO U15-117A
OR
FROM U15-26A/1 TO U15-118A

HAWKER DE HAVILLAND DRAWING Nº OOM1377 SHEET 1 OF 1

ISSUE NO	DATE	ALTERATION	D.I.L.	INITIALS	APPROVED
1	5-4-63				

REFERENCE

ISSUED BY
DEPARTMENT OF AIR
SENIOR TECHNICAL STAFF OFFICER
SUPPORT COMMAND

LIMITS UNLESS STATED		MATERIAL	
DECIMALS	± .010"	SPEC.	
FRACTIONS	± 1/64"	TREATMENT	
ANGLES	± 1°	FINISH	
SURFACE FINISH AUSTRALIAN STANDARD		SCALE	
		DRAWN	APPROVED

TITLE
MAIN U/C COMPRESSION LEGS INTRO STEEL DOWELS & LOCKING PINS TO POSITIVELY LOCATE RETRACTION JACK LEVER.

COMPONENT OF	
MACHINE	VAMPIRE MK 35 & 35A
ENGINE	
TECH. ORDER	VAMPIRE MOD Nº 377
DRAWING NO	A14851
DRWG.	B

AAP 721:79, VOLUME 2, PART 2 VAMPIRE MODIFICATION NO 378

Class: 2

FIRST PILOT'S SPEED BRAKE SELECTOR LEVER - RE-INTRODUCTION OF SPHERICAL TYPE STOP BUTTONS IN LIEU OF CONICAL TYPE

Introduction

1. (a) The Reason for the Modification

The stop buttons introduced by Vampire Mod No 358 are scoring the speed brake lever causing inconsistent release loads.

(b) Description and Features by which the Modification can be Recognised

The stop buttons for the speed brake selector lever in the first pilot's engine throttle box are spherical in shape, and are backed by coil springs. The springs are only evident when the speed brake label is removed.

(c) Relationship with Other Modifications

Vampire modification No 358 must be incorporated prior to or concurrently with this modification.

(d) Reason of Classification

Incorporation of this modification will ensure consistent release loads and prevent excessive scoring of the speed brake selector lever.

(e) Effect on Servicing and/or Ground Handling

There will be no effect on servicing and/or ground handling after fitment of this modification.

(f) Effect on Aircraft Limitation

There will be no effect on aircraft limitations after embodiment of this modification.

(g) Effect on Aircrew Operation

There will be no effect on aircrew operation after embodiment of this modification.

(h) Number of Parts Comprising the Order

One.

(Issued with A/L 259 - March 1963)

Application

2. Vampire Mk 35A - All aircraft
Vampire Mk 35 - All aircraft

Man-Hours and Trade Mustering Involved

3. Approximately 5 man-hours are required to incorporate the modification. The RAAF trade musterings involved are airframe and armament fitters.

Armament fitter - .5 man-hours (paras 12(b), (j), (n) and (g).

Airframe fitter - 4.5 man-hours (Remainder of para 12).

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable Vampire aircraft as soon as practicable but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. De Havilland (Aust) Modification V378.
De Havilland EOI 2705.

Orders and Instructions Superseded or Cancelled

7. (a) The following instructions are superseded on incorporation of this modification.

RAAF STI Vampire/85

(b) The following modification order is superseded by the introduction of this modification:

Vampire Modification No 358.

Special Tools, Jigs, Etc

8. Nil.

Drawings

9. Drawing No A14441 Issue 2 is attached (De Havilland Aust Drawing No OOM1378).

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	A79/504490	15CE1977	Spring, Inner	2	
2	A79/504491	15CE1983	Spring, Outer	2	
3		15CE1985ND	Shim	6	
4	H28/13018	AGS2031/2	Circlip, $\frac{1}{2}$" Dia Ext "Seeger"	1	
5	A79/504489	15CE1943	Button, Stop	2	
6	A79/502220	15CE371	Button, Stop	2	

Supply

11. (a) Modification sets are to be obtained as follows:-

Items 1 - 4 - Demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown NSW for Vampire Modification No 378.

Item 5 - This item is redundant and is to be discarded, (Refer paras 13 and 14).

Item 6 - Draw from unit store.

(b) Alternate specifications for the following items are as follows:-

Not applicable.

Method and Sequence of Incorporation

12. The following operations are written in three parts:-

Part 'A' - for aircraft that have NOT embodied Vampire Mod 358.

Part 'B' - for aircraft that have Vampire Mod 358 embodied.

Part 'C' - for aircraft that have Vampire Mod 358 and De Havilland EOI 2705 embodied.

The armament fitter is responsible for sub-paras (b), (j), (n) and (r).

The airframe fitter is responsible for the remainder.

PART 'A'

(a) Fit undercarriage locks in accordance with AAP 721:79/33, Vol 1, Section 2, Chap 1, Para 3.

(b) Open canopy and render both ejection seats safe in accordance with current authorised procedure.

(c) Working in the cockpit locate the "IN" and "OUT" speed brake label, attached to the port engine control box. Remove label, screws, springs and stop buttons. Discard the springs but retain the remainder for re-assembly.

(d) Remove and discard the circlip which secures the elevator trim control wheel to the shaft assembly. Remove and retain the elevator trim control wheel for subsequent re-assembly.

(e) Using a suitable counterboring tool, increase the depth of the 0.50" dia recesses in the stop button holes in the engine control box cover by 0.020" to 0.30" to obtain a depth of 0.205" to 0.215". Deburr and thoroughly clean out the holes. After reworking cover repart number from 15CE163 to 15CE1987.

(f) Refit the elevator trim control wheel and secure with the new circlip (item 4).

(g) Paint the lower forward edge of the speed brake label white as indicated on the drawing.

(h) Assemble the existing stop buttons, label and screws with the new springs and shims (items 1, 2 and 3) as per drawing (attached).

(j) Re-arm both ejection seats and make safe in accordance with current authorised procedure.

(k) Close the canopy.

(l) Remove undercarriage locks in accordance with AAP 721:79/33 Vol 1, Section 2, Chapter 1, Para 3 as and when necessary.

PART 'B'

(m) Fit undercarriage locks in accordance with AAP 721:79/33 Vol 1, Section 2, Chap 1, Para 3.

(n) Open canopy and render both ejection seats safe in accordance with current authorised procedure.

(o) Working in the cockpit locate the "IN" and "OUT" speed brake label attached to the port engine control box. Remove label, screws, springs, shims and stop buttons. Discard the stop buttons but retain the remainder for re-assembly.

(p) Paint the lower forward edge of the speed brake label white as indicated on the drawing.

(q) Assemble the existing label, spring, shims, screws and new stop buttons (item 6) as per drawing.

(r) Re-arm both ejection seats and make safe in accordance with current authorised procedure.

(s) Close the canopy.

(t) Remove undercarriage locks in accordance with AAP 721:79/33 Vol 1, Section 2, Chapter 1, Para 3 as and when necessary.

PART 'C'

Vampire Mod 358/EOI 2705 satisfies the requirement of this modification and Mod 378 is to be recorded as being embodied.

Items Removed

13. The following items are removed on incorporation of the modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
7	A79/500859	L00737	Spring	2	C
8	A79/504489	15CE1943	Button, Stop	2	C

(Issued with A/L 259 - March 1963)

Action on Items Removed

14. The removed items listed above have no further application, and are to be actioned as follows:-

Items 7 and 8 - To be discarded.

Action on Stock Holdings of Removed Items

15. Items 7 and 8 - Department of Air will advise obsolete/ obsolescent action on this item.

Modification of Spares

16. (a) The following spares are affected.

Ident No	Part No	Nomenclature	Remarks
(i) A79/504402	CE15-49A/8	Box, Control Engine, Port	Rework to Para 13, sub paras (c) - (h) and re-identify as Part No CE15-49A/9 and Ident No A79/504485
(ii) A79/502210	15CE163	Cover Control Box	Rework to para 13, sub para (e), and re-identify as Part No 15CE-1987 and Ident No A79/504488

(b) A Partial Modification Set will comprise:-

For Spare (i) Items 1 - 4 inclusive. Set to be obtained on demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown for Spares/Mod V378/A79-504402.
For Spare (ii) No items are required.

Note: For DH Information only.

Spares quantities authorised to be modified are as follows:-

Part No	Nomenclature	Qty
CE15-49A/8	Box, Control, Engine, Port	Nil
15CE163	Cover Engine Control Box	N/A

Unit Maintenance Spares of the above items are to be modified before fitment to aircraft.

(Issued with A/L 259 - March 1963)

Stores depot stock holdings of the above items are to be modified as and when directed by HQSC.

Additional Information

17. Nil.

Tests

18. Nil.

Recording

19. Record incorporation of the modification as follows:-

(a) In aircraft log book.

(b) On Form E/E 78 (Modification Progress Chart).

(c) Modification incorporation certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

References: East Sale Defect Report S/No 172/60. File, Headquarters Support Command, 2501/110/3736

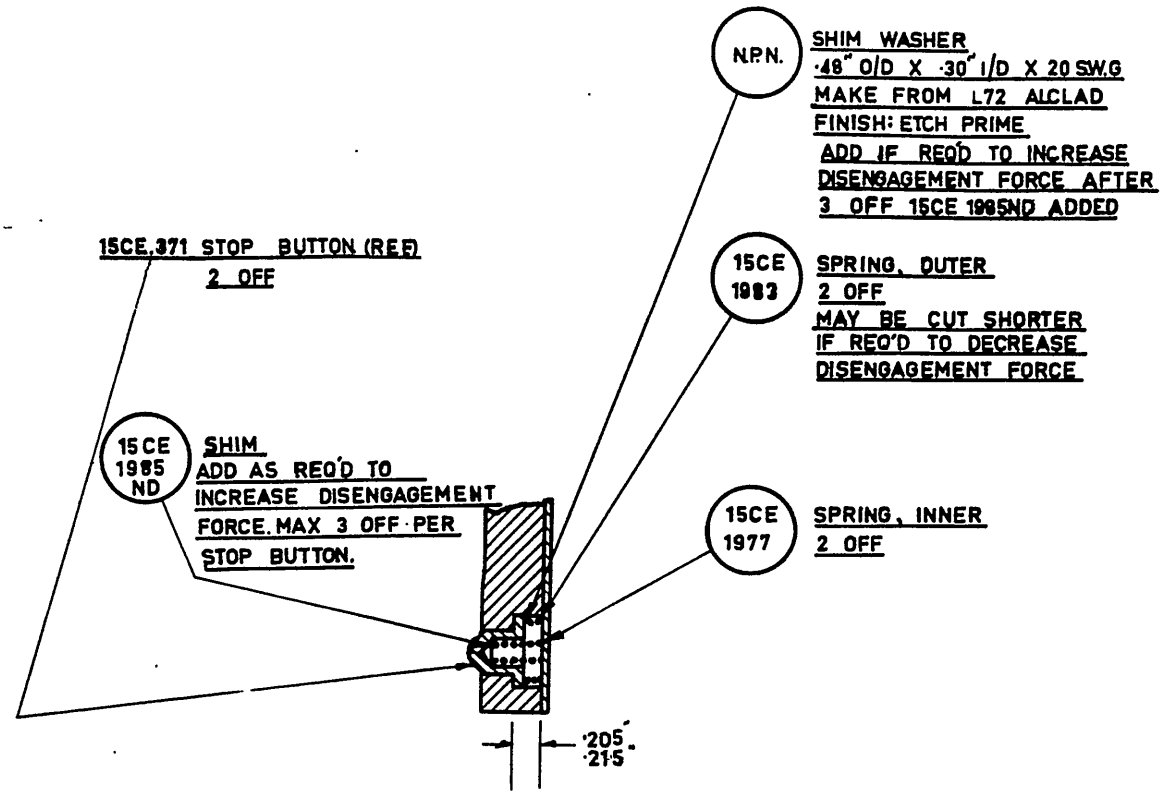
Attachment: Drawing A14441 (Issue 2)

Date of Issue: 12th March 1963

(Issued with A/L 259 - March 1963)

DO NOT SCALE

ISSUE NO	DATE	ALTERATION	D. I. L.	INITIALS	APPROVI
2	3-8-62	VAMPIRE MOD 378 WAS S.T.I. VAMPIRE 85			



THE FORCE REQUIRED TO DISENGAGE THE LEVER FROM THE STOP BUTTON IS TO BE ADJUSTED SO AS TO BE WITHIN THE RANGE 12-18 lb. FROM THE 'IN' POSITION & 9-14 lb. FROM THE 'OUT' POSITION

DE HAVILLAND AUST. DRAWING No. OOM1378 SHEET 1 OF 1 SHEETS

REFERENCE		ISSUED BY				TITLE		
		DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING.				SPEED BRAKE SELECTOR LEVER IMPROVED LOCKING IN "IN/OUT" POSITIONS		
LIMITS UNLESS STATED		MATERIAL				COMPONENT OF		
DECIMALS	± .010"	SPEC.				MACHINE	VAMPIRE MK. 35.35A.	
FRACTIONS	± 1/32"	TREATMENT				ENGINE		
ANGLES	± ½°	FINISH				TECH. ORDER	VAMPIRE MOD. NO. 378	
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.C.2		SCALE				DRAWING NO.	A-14441	DRWG. A SIZE
		DRAWN		APPROVED	Revised			
		TRACED		CHECKED				

AAP 7211.79, VOLUME 2, PART 2 VAMPIRE MODIFICATION NO 379

Class: 2

PACITOR FUEL SYSTEM - INTRODUCTION OF UNI-GAUGE 31 CO-AXIAL CABLE IN LIEU OF UNI-RADIO 31 CO-AXIAL CABLE

Introduction

1. (a) The Reason for the Modification

The existing Uni-Radio 31 Co-axial Cable used in the Pacitor Fuel Gauge System is giving false fuel tank readings due to local heating and shrinkage of the polythene insulation, causing short circuiting between the conductor of the cable and the end fitting and/or outer metal braid.

(b) Description and Features by which the Modification can be Recognised

The new co-axial cable is identified "Uni-gauge 31" throughout its length. ~~and is coloured black as different from the existing cable which is coloured brown~~. AL 353
The wing break disconnects are now invisible as they have been pushed down approximately 2 inches into the conduits.

(c) Relationships with Other Modifications

Vampire Modification No 332 must be embodied prior to or concurrently with this modification.

(d) Reason of Classification

Incorporation of this modification will gain greater serviceability of the Pacitor Fuel System Connectors.

(e) Effect on Servicing and/or Ground Handling

There will be no effect on servicing and/or ground handling after fitment of this modification.

(f) Effect on Aircraft Limitation

There will be no effect on aircraft limitations after embodiment of this modification.

(Issued with A/L 268 - June 1963)

(g) Effect on Aircrew Operation

There will be no effect on aircrew operation after embodiment of this modification.

(h) Number of Parts Comprising the Order

This modification is not written in parts.

Application

2. Vampire Mk 35A - All aircraft.
Vampire Mk 35 - All aircraft excepting A79-613 and A79-624 which have been modified on a Trial Installation.

Man-Hours and Trade Mustering Involved

3. Approximately 35 man-hours are required to incorporate the modification. The RAAF trade musterings involved are airframe and instrument fitters.

When Modification is to be Incorporated

4. This modification is to be treated as urgent and incorporation is to be accomplished as soon as possible but not later than the next "C" servicing after receipt of modification kits.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. Hawker De Havilland Modification V379.

Orders and Instructions Superseded or Cancelled

7. Not applicable.

Special Tools, Jigs, Etc

8. Not applicable.

(Issued with A/L 268 - June 1963)

Drawings

9. Drawing No A14811 (Hawker De Havilland Aust Drawing No OOM379) is attached.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	2915-016-5044	N15-1445A	Connector - Rib No 1 disconnect to Rectifier, Stbd	1	
2	2915-016-5040	N15-1447A	Connector - Rib No 1 disconnect to Junction Box	2	
3	2915-016-5042	N15-1449A	Connector - Rib No 1 disconnect to Rectifier, Port	1	
4	2915-016-5045	N15-1451A	Connector - Rectifier to Main Tank	1	
5	2915-016-5041	N15-1453A	Connector - Junction Box to Tank No 3	2	
6	2915-016-5043	N15-1455A	Connector - Junction Box to Tank No 1	2	
7		R15-349A	Nut Plate	2	
8	I32A/94		Cord, stringing, braided Spec 4F35	AR	
9	I1/9715		Wire, locking 22 SWG DTD 189	AR	
10	K2/274		Grease, Spec XG315	AR	

(Issued with A/L 268 - June 1963)

Supply

11. Modification sets are to be obtained as follows:-

Items 1 - 7 - Demand on Modification Centre, Hawker De Havilland Australia Pty Ltd, Bankstown NSW for Vampire Modification No 379.

Items 8 - 10 - Draw from unit store.

Method and Sequence of Incorporation

12. The airframe fitter is responsible for sub-paragraphs (b) to (g) inclusive, (q) and (af). The instrument fitter is responsible for the remainder:-

(a) Open the nose cap and disconnect the aircraft batteries.

(b) Remove gun bay doors.

(c) Drain off all fuel from the aircraft until all tanks are completely empty.

(d) In the main undercarriage wheel wells remove the two access panels situated on the rear walls.

(e) Remove tank unit access panels on the under surface of each wing.

(f) Open the lower inspection door to gain access to the engine bay.

(g) Locate the fairleads on the port and starboard sides of the engine bulkhead, which have pacitor connectors passing through. Remove each fairlead and retain all parts except for the four stiffnuts from the port side which are to be discarded.

(h) Locate the existing junction boxes through the panels in the wheel wells and disconnect all connectors.

(j) Locate the existing rectifier unit mounted to the outboard side of the armament services relay panel on bulkhead No 4 and disconnect all connectors.

(k) Disconnect all tank unit ends by removing the three 2BA stiffnuts on each.

(l) Find connectors mounted between the junction box in each wheel well and No 1 and 3 fuel tanks port and starboard and after removing cable ties and whipping cut off the junction box end fittings, to leave approximately two inches of cable on each fitting.

(m) Obtain cord (item 8) four lengths approximately twelve feet long and attach each to the cut ends of the connectors.

(n) Working from the tank unit ends proceed to withdraw each connector making sure that the cord draw string is pulled through also.

(o) On Mk 35 aircraft only, remove the relevant hand hole cover plates (inboard plates on outer tank doors and forward plates on the inner tank doors) from the underside of the tank doors and remove the four screws which secure each clamp ring to the tank doors.

(p) Obtain new connectors items 5 and 6, 2 off each for No 3 and No 1 tanks respectively and at each tank unit hole tie each draw string to the respective connector (bare end) and after liberally coating a few feet of the co-axial cable with grease (item 10) proceed to draw the cables through towards the junction boxes in the wheel well.

Note: Extreme care is to be taken when doing this as the cable ends may get damaged due to the sharp bends. This will be a two-man operation as it will be necessary for one to get a hand between the tank and the tank door through the hand hole to ensure that the connector lays properly between the guide strips on the tank door, whilst the other is pulling the connector through from the wheel well.

(q) On Mk 35 aircraft, which have bag tanks, ensure that all tank fasteners are engaged on the tank doors after which replace the clamp rings and cover plates at the hand holes in the tank doors in accordance with the correct procedure as laid down in AAP 721.79, Volume 1, Section 4, Chapter 2, paragraph 16.

(r) Reconnect the tank unit connector fitting at each tank unit.

(s) Untie the drawstrings from the ends of the connectors, bare back each end as shown on Drawing A14811 (HDH Drawing OOM379 sheet 1 attached) and attach the fittings as supplied with each connector.

Note: Do not cut back any of the conductor as the connector has been manufactured to the correct capacitance value allowing for the additional fitting to be soldered on in situ. However in the case where a bared end has been damaged a small length (no more than 1.5") of conductor could be trimmed off without greatly upsetting the capacitance tolerance of the connector as they have been cut nearer the top tolerance for this reason. When soldering the fittings to the co-axial cables care must be taken to prevent excess heat being applied to the polythene insulation of the cable. After finalising the end fittings, connect them to the junction box in each wheel well.

Excess length of cable on tank No 1 connector is to be stowed in the same manner as previously done with the replaced connector.

(t) Locate the existing connector routed between the wheel well junction box and the engine bay in each wing and after undoing all ties and whipping, working from the engine bay, pull the connector through until the disconnect in this line is visible.

(u) Disconnect at this point retaining the straight connector for re-use and then working from the wheel well pull the cable completely away from the aircraft.

(v) Obtain new connector item 2, 2 off (1 port, 1 starboard) and working from the wheel well again, fit the new cable inside the conduit on both wings and leave this cable disconnected.

(w) Locate the connector port and starboard routed between the disconnected point (see sub-paragraph (u)) and the rectifier unit on the armament services relay panel and after undoing cable ties and whipping withdraw the cables through the disconnected fairleads and remove them from the aircraft.

(x) Obtain new connectors (item 1) starboard and (item 3) port, and nut plates (item 7) and route the connectors in the same manner as before except that at the port fairlead in the engine bulkhead install the new nut plates on the forward side of the bulkhead. Attach existing fairlead on the starboard side of the bulkhead.

(y) Connect both ends of the connectors, one end at the rectifier and the other end attach to the straight connector retained in sub-paragraph (u).

(z) Pull the connector as fitted in sub-paragraph (v) through to the engine bay and connect the end to the remaining end of the straight connector which is attached to the connector from the rectifier unit and after this push the cable assembly back inside the conduit.

(aa) Connect the remaining end into the vacant position of the wheel well junction box.

(ab) After making sure all connectors in the wing are routed and connected properly, whip, tie and wire lock them as previously done using items 8 and 9 as required.

(ac) Working in the fuselage section locate the existing cable routed between the rectifier unit and the main fuel tank unit and after undoing whipping, ties and the three 2BA nuts on the tank unit, remove the connector from the aircraft.

(ad) Obtain new connector (item 4) and install it in the same manner as the original connector using cord (item 8) as required for whipping.

(ae) Wire lock all connectors at the rectifier unit using lockwire (item 9) as required.

(af) Secure all access panels, tank unit covers, the gun bay doors and the lower engine inspection panel.

(ag) Connect the aircraft batteries and close the nose cap.

Items Removed

13. The following items are removed on incorporation of the modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
11	G6A/2828		Connector	1	
12	G6A/2829		Connector	2	
13	G6A/2830		Connector	2	
	or				
	NIV	N15-1243A	Connector	2	
14	G6A/2831		Connector	1	
15	G6A/2832		Connector	2	
16	G6A/2833		Connector	1	

Action on Items Removed

14. All removed items listed above and transit covers removed from the new tank unit connectors are to be returned to stores and despatched to Hawker De Havilland Australia Pty Ltd, Bankstown, NSW for re-use of fittings.

Action on Stock Holdings of Removed Items

15. Stock holdings of items 11 to 16 inclusive are to be despatched to Hawker De Havilland Australia Pty Ltd, Bankstown, NSW for re-use of fittings.

Modification of Spares

16. (a) The following spares are affected:-

(Issued with A/L 268 - June 1963)

Ident No	Part No	Nomenclature	Remarks
(a) G6A/2828	GP712/078	Connector - Rectifier to Main Tank	Rework to drawing and re-identify as Part No N15-1451A and Ident No 2915-016-5045
(b) G6A/2829	GP712/079	Connector - Junction Box to Tank No 3	Rework to drawing and re-identify as Part No N15-1453A and Ident No 2915-016-5041
(c) G6A/2830	GP712/080	Connector - Junction Box to Tank No 1	Rework to drawing and re-identify as Part No N15-1455A and Ident No 2915-016-5043
(d) G6A/2831	GP733/001	Connector - Rib No 1 disconnect to Rectifier - Starboard	Rework to drawing and re-identify as Part No N15-1445A and Ident No 2915-016-5044
(e) G6A/2832	GP733/003	Connector - Rib No 1 disconnect to Junction Box	Rework to drawing and re-identify as Part No N15-1447A and Ident No 2915-016-5040
(f) G6A/2833	GP733/002	Connector - Rib No 1 disconnect to Rectifier	Rework to drawing and re-identify as Part No N15-1449A and Ident No 2915-016-5042
(g) A79/504527	W15-1407A/10	Wing Port Mk 35A	Rework to drawing and re-identify as Part No W15-1407A/11 and Ident No A79/504548
(h) A79/504525	W15-1041A/10	Wing Port Mk 35	Rework to drawing and re-identify as Part No W15-1041A/11 and Ident No A79/504550

Ident No	Part No	Nomenclature	Remarks
(j) A79/504528	W15-1409A/11	Wing Starboard Mk 35A	Rework to drawing and re-identify as Part No W15-1409A/12 and Ident No A79/504549
(k) A79/504526	W15-1043A/11	Wing Starboard Mk 35	Rework to drawing and re-identify as Part No W15-1043A/12 and Ident No A79/504551

(b) A Partial Modification Set will comprise:-

For Spares (a) to (f): Cable, Uni-gauge No 31 and existing fittings as removed from above items with new type plugs, C32-4. Set to be obtained by demand on Modification Centre, Hawker De Havilland Australia Pty Ltd, Bankstown, for the modified connectors.

For Spares (g), (h), (j) and (k): Item 2, 1 off, item 5, 1 off, item 6, 1 off. Set to be obtained by demand on Modification Centre, Hawker De Havilland Australia Pty Ltd, Bankstown, for spares/Mod V379.

Headquarters Support Command is responsible that stores depot stock holdings of spare mainplanes are modified as and when directed.

Additional Information

17. Not applicable.

Tests

18. Test in accordance with AAP 721.79, Volume 1, Section 5, Chapter 2.

Recording

19. Record incorporation of the modification as follows:-

(Issued with A/L 268 - June 1963)

(a) In aircraft log book.

(b) On Form E/E 78 (Modification Progress Chart).

(c) Alter part number of items as called for in paragraph 16

Modification incorporation certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 7/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

References: Files, Headquarters Support Command 2601/79/66-379 and 2501/110/3931

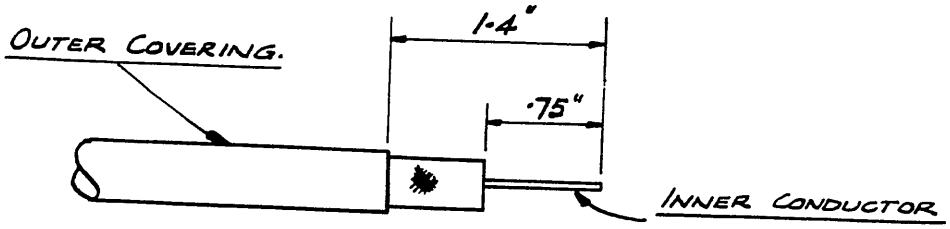
Attachment: Drawing A14811

Date of Issue: 4th June 1963

(Issued with A/L 268 - June 1963)

DO NOT SCALE

ISSUE NO	DATE	ALTERATION	D.I.E.	INITIALS	APPROVED
	1-3-63				
2	24-5-63	TINBRAID DELETED			CWS.



CABLE END DETAIL.

APPLICABLE TO ALL WING TANK UNIT CONNECTORS IDENT. Nos. 2915-016-5041 & 2915-016-5043.

AFTER BARING BACK AS SHOWN, ASSEMBLE THE END FITTING & FLEXIBLE GUARD AS SUPPLIED LOOSE WITH EACH CONNECTOR.

HAWKER DE HAVILLAND Drg. No. OOM379 SHT. 1 of 1.

DEPARTMENT OF AIR
SENIOR TECHNICAL STAFF OFFICER
SUPPORT COMMAND

PACITOR CONNECTOR
BARING DETAILS.

DEPARTMENT	
FINISH	
SCALE	
DRAWN	APPROVED C.W.S.
TRACED	CHECKED

VAMPIRE MK. 35, 35A.
VAMPIRE MOD. 379.
DRAWING No. A-14811

AAP 721.79, Vol 2, Pt 2

VAMPIRE MODIFICATION NO 380

Class: 2

BREEZE CONNECTOR IN JPT THERMOCOUPLE LEADS AT DISCONNECT POINT ON STARBOARD RIB NO 1 - INTRODUCTION

Introduction

1. (a) The Reason for the Modification

To introduce an improved type of connection for the JPT thermocouple leads on starboard rib No 1 which eliminates loose connections due to vibration and obviates oil and dirt contamination of connections and breakdown of rubber insulation on cables.

(b) Description and Features by which the Modification can be Recognised

On aircraft which have not had this modification incorporated, the thermocouple leads from the engine are connected to the leads in the aircraft at a connector block on starboard rib No 1. On post mod aircraft this connection is made with breeze sockets in lieu of the connector block.

(c) Relationship with other Modifications

Goblin Modification No 5023 must be carried out concurrently with this modification.

(d) Reason for Classification

Improved maintenance.

(e) Effect on Servicing and/or Ground Handling

Nil.

(f) Effect on Aircraft Limitation

Nil.

(g) Effect on Aircrew Operation

Nil.

(h) Number of Parts Comprising the Order

One.

(Issued with A/L 320)

Application

2. All Vampire Mk 35A and 35 aircraft.

Man-Hours and Trade Mustering Involved

3. Approximately 7 man-hours are required to incorporate the modification. The RAAF trade musterings responsible are:-

Airframe fitter - 2 man-hours (sub-paragraphs 12(a), 12(c) and 12(l))
Electrical fitter - 5 man-hours (remainder of paragraph 12)

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable Vampire aircraft as soon as practicable but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. Hawker de Havilland Australia Modification V380.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, Etc

8. 6C/1683 - Jetcal, Thermometer Tester.

Drawings

9. Drawing No A15299 attached.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1		N15-1543A	Mounting Bracket	1	
2		N15-1547AND	Bulkhead Plug	1	
3		N15-1551AND	Reverse Socket	1	
4		N15-1549ND	Ferrule	1	
5	5340-914-4901	AS3180-10-C	Clip	1	
6	5320-941-7278	AGS2050-630BS	Rivet, Blind, Monel 3/16" dia	4	C
7	5975-017-6878	NPN	Nylex Tube, 14 m/m Yellow	2"	
8			Asbestos Tape, $\frac{3}{4}$" Wide x .01" Thick	A/R	
9			Sodium Silicate Solution	A/R	
10	7510-014-8759		Nylex Ink, Black	A/R	C
11	I1/1115		Solder, Electricians $\frac{1}{8}$" dia, Spec BS441	A/R	
12	I1/9715		Lockwire	A/R	
13	5970-018-8475		Tape, Insulating PVC $\frac{3}{4}$" Wide	A/R	
14	I32A/94		Cord, Stringing Spec 4F35	A/R	
15	K4/152		Beeswax	A/R	C

Supply

11. Modification sets are to be obtained as follows:-

Items 1-9 - Demand on Modification Centre, Hawker de Havilland Australia Pty Ltd, BANKSTOWN NSW for Vampire Modification No 380

Items 10-15 - Draw from unit stores.

Method and Sequence of Incorporation

12. (a) Remove the upper rear engine cowl.

(b) Obtain mounting bracket (item 1) and assemble the bulkhead plug (item 2) to it, ensuring that the pins are oriented as shown in "View on Arrow A" on Sheet 1 of the drawing, that the plug is assembled so that the side of the insert marked "A" is at the long end of the bracket and that the red strip on the shell of the plug is adjacent to pin 1 of the plug.

(c) Position the bracket and plug assembly on the starboard rib No 1 as shown on Sheet 1 of the drawing, drill 4 No 11 holes in the web stiffeners and rivet the bracket to the stiffeners using "Pop" rivets (item 6)(4 off).

(d) Prepare the ends of the thermocouple cables as shown on Sheet 2 of the drawing. Where it is necessary to cut the cables, as little wire as possible should be removed and in any case no more than 1½" may be removed.

(e) Obtain the 14 m/m yellow nylex sleeve (item 7), dilate if necessary, and slide it over both thermocouple cables to a position about 6" from their ends. When the sleeve has returned to its normal size, mark it "N15-1545A" with black nylex ink (item 10).

(f) Fit the nut from the reverse socket (item 3) (1 off), and the cut ferrule (item 4) over the thermocouple cables and solder the wires to the pins of the socket as shown on Sheet 2 of the drawing, using soft solder (item 11). Slide the short nylex sleeves over the soldered joints.

(g) Complete the assembly of the socket then tightly bind the cut ferrule to the cables using nylex tape (item 13) as required and then with asbestos tape (item 8) as required for a distance of 3". Treat asbestos taping with sodium silicate solution (item 9) and allow to dry.

(h) Assemble the socket into the bulkhead plug, ensuring that the socket pin marked with white paint is lined up with the pin adjacent to the red stripe on the plug shell.

(j) After Goblin Modification No 5023 is incorporated, lock wire across from one socket to the other using item 12 as required, and fit clip (item 5) (1 off) where shown.

(k) With both modifications fitted, test the installation as per paragraph 18.

(l) Refit the rear upper engine cowl.

(Issued with A/L 320)

Items Removed

13. Nil.

Action on Items Removed

14. Not applicable.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. The following spares are affected and are to be modified at the direction of Headquarters Support Command:-

Ident No	Part No	Nomenclature	Remarks
(a) A79/504831	W15-1043A/16	Mainplane, Stbd Mk 35	Rework to para 12 (b) and (c). Re-identify as P/No W15-1043A/17 and Ident No A79/504834
(b) A79/504833	W15-1409A/16	Mainplane, Stbd Mk 35A	Rework to para 12 (b) and (c) Re-identify as P/No W15-1409A/17 and Ident No A79/504835

A partial modification set will comprise:-

For spares (a) and (b) (items 1 and 2), 1 off each, and item 6, 4 off are required. Obtain by demand on Modification Centre, Hawker de Havilland Australia Pty Ltd for Vampire Modification 380/A79-504834-5.

Additional Information

17. Nil.

Tests

18. Using the Jetcal thermometer tester, check the thermocouple system for correct readings.

(Issued with A/L 320)

Recording

19. Record incorporation of the modification as follows:-

(a) In aircraft log book.

(b) On Form E/E 78.

(c) On the wing modification plate.

(d) Modification incorporation certificates are to be completed and forwarded by units and aircraft depots in accordance with ABO E 12/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

Reference: File, Headquarters Support Command, 2501/110/4859

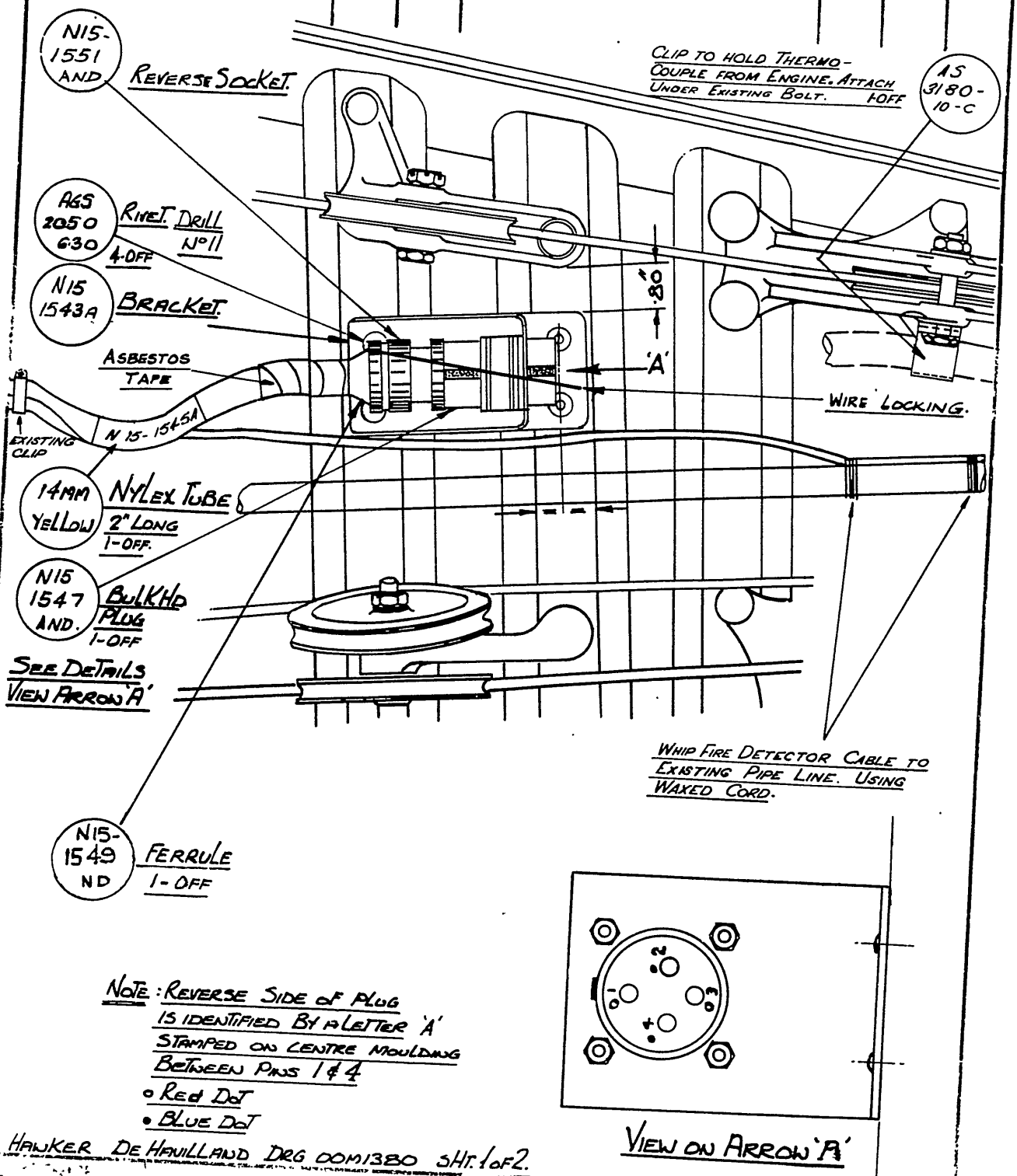
Attachment: Drawing No A15299

Date of Issue: 13th September 1965

(Issued with A/L 320)

DO NOT SCALE

ISSUE NO	DATE	ALTERATION	D.I.L	INITIALS	APPROVED



VIEW ON ARROW 'A'

NOTE: REVERSE SIDE OF PLUG IS IDENTIFIED BY A LETTER 'A' STAMPED ON CENTRE MOULDING BETWEEN PINS 1 & 4

- ○ RED DOT
- ● BLUE DOT

HAWKER DE HAVILLAND DRG 00M/1380 SHT. 1 OF 2.

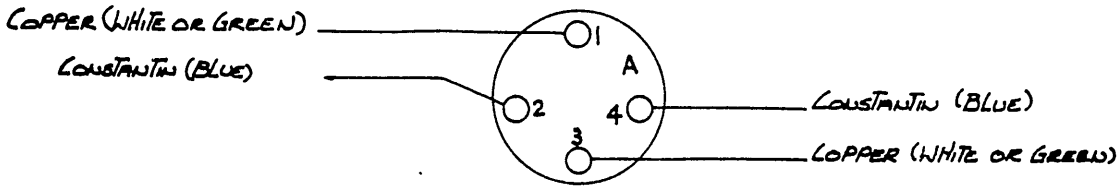
DEPARTMENT OF AIR
SENIOR TECHNICAL STAFF OFFICER
SUPPORT COMMAND

TITLE
INSTALLATION OF CONNECTOR
(JET PIPE TEMP)

COMPONENT OF	
MACHINE	
ENGINE	
TECH. ORDER	VAMPIRE MOD 380
DRAWING NO	A-15299 SHEET 1

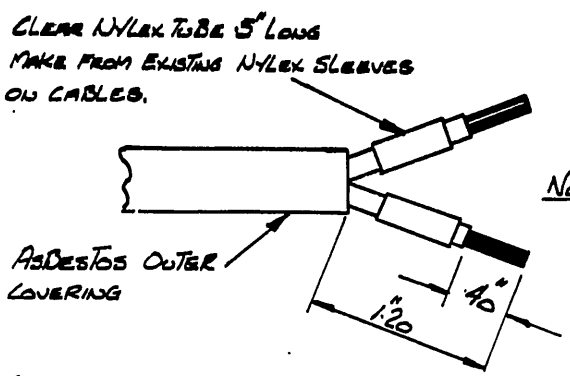
DO NOT SCALE

ISSUE NO	DATE	ALTERATION	D. I. L	INITIALS	APPROVED
	24.3.64.		D.KN.		



WIRING DETAILS FOR SOCKET

NOTE: 1. BLUE WIRES (CONSTANTIN) MUST BE SOLDERED TO BLUE-BANDED PINS (ALUMEL)
2. WHITE OR GREEN WIRES (COPPER) MUST BE SOLDERED TO RED-BANDED PINS (CHROMEL)
3. RESIN-CORED SOLDER TO B.S.441 TO BE USED.
4 SLIDE NYLEX SLEEVE OVER SOLDERED JOINT.



CABLE STRIPPING DETAIL

PREPARATION OF CABLE ENDS FOR SOLDERING

NOTE: IT SHOULD NOT BE NECESSARY TO STRIP BACK OUTER ASBESTOS COVERING. NO MORE THAN 1½" OF WIRE IS TO BE REMOVED.

HAWKER DE HAVILLAND DRG OOM/380 SHT. 2 OF 2.

	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND	TITLE	INSTALLATION OF CONNECTOR (JET PIPE TEMP)
		COMPONENT OF	
		MACHINE	
		TECH	VAMPIRE MOD 380
SCALE		DRAWING NO	A-15299 SHEET 2
DRAWN	APPD		
TRACED	CHECKED		

Class: 2

RUDDER PEDALS - INTRODUCTION OF TIE BARS, WIPERS AND STRENGTHENED SPRINGS

Introduction

1. (a) The Reason for the Modification

Several instances have occurred where the rudder pedal has twisted and become jammed with the resultant application of brake whilst the pilot is applying full rudder.

The existing design of the rudder pedal assembly is such that the leg length adjustment mechanism can be inadvertently operated during application of full rudder and brake.

This modification will prevent the pedals twisting sideways and jamming the brakes on, while the stronger springs will make inadvertent operation of the leg length adjustment less likely.

(b) Description and Features by which the Modification can be Recognised

The centre tie bar CF15-649A (see Sheet 1 of the drawing) is visible from inside the cockpit when the rudder pedals are adjusted fully forward.

The strengthened springs are visible behind the rudder pedal with the aid of a mirror and may be recognised by the OD which is .52" (old spring OD = .39").

The forward tie bar CF15-651A (see Sheet 1 of the drawing) is visible by the use of a mirror.

The wiper washer CF15-655 and the packing block CF15-625 (see Sheet 2 of the drawing) are both visible from inside the cockpit.

(c) Relationship with Other Modifications

Vampire Modification No 329 must be incorporated prior to or concurrently with this modification.

(d) Reason for Classification

Several instances have occurred to date where the rudder pedal has twisted and become jammed with the resultant application of the brakes.

(e) Effect on Servicing and/or Ground Handling

There will be no effect on servicing and/or ground handling after fitment of this modification.

(f) Effect on Aircraft Limitation

Nil.

(g) Effect on Aircrew Operation

Nil.

(h) Number of Parts Comprising the Order

One.

Application

2. Vampire Mk 35A - All aircraft

Vampire Mk 35 - All aircraft except A79-613 which was modified as a trial installation.

Man-Hours and Trade Mustering Involved

3. Approximately 74 man-hours are required to incorporate this modification.

The trade musterings responsible are Airframe and Armament fitters.

Armament Fitter - .5 man-hours (Para 12(a) and (w))

Airframe Fitter - 73.5 man-hours (Remainder of Para 12)

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable Vampire aircraft as soon as practicable, but not later than the next servicing "D" after modification sets are available. A1293

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. De Havilland (Aust) Modification V381.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, etc

8. Plug gauge, Ident No A79/500086, Part No R00Y1 to be drawn from unit stores.

Drawings

9. Drawing No A14764 Sheets 1 and 2 attached.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	Not Identified	CF15-625	Block, Packing	4	
2	" "	CF15-645	Spring	8	
3	" "	CF15-649A	Bar, Centre Tie	4	
4	" "	CF15-651A	Bar, Forward Tie	4	
5	" "	CF15-655	Washer, Wiper	4	
6	" "	CF15-661	Plate-Rudder Pedal Tie Bars	8	
7	H28/13124	A27/CT	Lock Nut, steel, RH Thread, 2BA	8	C
8	5305-943-6920	A25/IC	Bolt, HTS, Hex Hd, 2BA x .5" long	8	C
9	5305-101-1006	A25/5B	Bolt, HTS, Hex Hd, 4BA x .9" long	8	C
10	H28/8306	AS1242/IC	Bolt, HTS, 90° Csk, 2BA x .6" long	8	C
11	H28/9294	AS1242/5B	Bolt, HTS, 90° Csk, 4BA x .85" long	32	C
12	BSI-SP71-307	AS2229/307	Rivet, 90° Csk, Al Al 3/32" dia x 7/16" long	8	C
13	H28/27032	AGS2002B/1	Nut, MS, Self Locking, Hex, thin, Nyloc, 4BA	32	C

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
14	H28/27027	AGS2001G/1	Nut, MS, Self Locking, Hex, Nyloc, 5/16" BSF	2	C
15	5315-234-1856	SP9/C8	Pin, Split, Nickel Alloy, 1/16" dia x 1" long	16	C
16	5310-941-6642	SP47/B	Washer, steel, Cad Plate, Spring, 4BA	8	C
17	5310-941-6643	SP47/C	Washer, Steel, Cad Plate, Spring, 2BA	8	C
18	K3/175		Primer, Zinc Chromate, to Spec RAAF 2K7	AR	C
19	K3/321		Enamel, Cellulose, Black, to Spec K18	AR	C
20	K3/353		Varnish, Pigmented, Jointing Compound to Spec DTD 369A	AR	C
21	I32B/500085		Tape, Lassoband, Black, 2" wide, Spec BS 1133, Sect 14C/1	AR	C

Supply

11. Modification sets are to be obtained as follows:-

Items 1 - 17 - Demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown, NSW, for Vampire Modification No 381.

Items 18 - 21 - Draw from unit stores.

Method and Sequence of Incorporation

12. The armament fitter is responsible for sub-paras (a) and (w).

The airframe fitter is responsible for the remainder.

(a) Disarm both ejection seats in accordance with current authorised procedure.

(b) Remove both ejection seats in accordance with current authorised procedure.

(c) Remove all the false floor panels in accordance with current authorised procedure. Remove the diagonal strut assembly 15FS611A which connects the bottom support bracket of the instrument panel support structure to bulkhead 1.

Retain all attaching items.

(d) Remove all four rudder pedals complete with the brake push rods. This may best be achieved using the following method:-

(i) Disconnect the brake push rod at the top end (discard split pin, retain the nut and washer).

(ii) Pivot the rudder pedal assembly rearward to gain access to the main swivel bolts.

(iii) Refer to Sheet 2 of the drawing and remove and retain the main swivel bolts CF15 427 and CF15 429, complete with the rollers, oscillating washers, plain washers, nuts, discard the split pin.

Note: It is not necessary to remove the springs and lever assembly.

(iv) Twist the pedal and push rod sideways and remove them from the aircraft.

(e) Working in the aircraft, drill and punch out 40 off $\frac{1}{8}$" dia rivets to Sheet 1 of the drawing. A right angled drill will be required.

(f) Refer to Sheet 1 of the drawing and open out the above 40 holes to No 26 dia and Csk 32 off on the inside to suit the AS1242/5B bolt. Fit the tie bars and plates.

Items 3, 4, 6, 8, 9, 11, 13, 16, 17 and 20 will be required.

Note: The 8 bolts AS1242/5B (item 11) which are located on the 1st pilots port inboard and starboard outboard rudder pedal drop arms are to be filed so that one thread only protrudes beyond the nyloc nut.

(g) Radius the aft edge of the latch plates to Sheet 1 of the drawing (approx radius $\frac{1}{8}$"). Finish the reworked area with primer and black enamel (items 18 and 19).

(h) Check the dimension between the latch plates and correct if necessary as shown on Sheet 1 of the drawing. It is suggested that two rods which are 5.33" and 5.36" long be made up to facilitate checking.

(j) Check that a .2535" OD plug gauge (Ident No A79/500086) cannot be fitted in the bush CF15-59 (Ident No A79-503985) which is the mating component for the pin at the top end of the brake push rod, replace the bush if necessary.

(k) The following operations (l) to (t) to be carried out on each rudder pedal assembly.

(l) Remove the brake push rod, retaining the attaching items, but discarding the split pin. Refer to Sheet 2 of the drawing and replace the lower csk bolts, nuts and washers with csk bolts and nuts AS1242/1C and A27CT (2 off each). Peen to lock.

(m) Check that the special pins CF15-323 in each end of the push rod are fully tightened and locked by peening and that the diameter of the pin is within the range .248" .250" Replace the pins if necessary.

(n) Check that a .2535" OD plug gauge (Ident No A79/500086) cannot be fitted in the bush CF15-59 which is the mating component for the pin CF15-323 at the lower end of the brake push rod. Replace the bush if necessary.

(o) Refer to Sheet 2 of the drawing, remove the Rudder Pedal pad CF15-121, the spacing block CF15-317-8A and retain for re-assembly. Remove and discard the Packing Block CF15-563.

(p) Clamp the new Packing Block (CF15-625) in the position shown on Sheet 2 of the drawing, and ensure that the .09" dimension is maintained at both the top and bottom of the packing block. Drill the Packing Block No 11 from the pedal casting, ensuring that the hole is drilled at right angles to the block.

(q) Assemble the packing block (CF15-625) to the pedal, together with the spacing block CF15-317-8A and the pedal pad CF15-121 (retained from operation (o)).

(r) Temporarily fit the brake push rod on the pedal and with the wiper washer CF15-655 held in position, check the dimension 5.31" 5.29" quoted on sheet 2 of the drawing.

(Issued with A/L 271)

Correct, if necessary, as shown on the drawing and rivet the wiper washer on the push rod using rivets (item 12). Ensure that the heads of the rivets do not project beyond the face of the wiper washer. Re-part number the push rod assembly from CF15-329A to CF15-659A.

(s) Remove and discard the existing springs Part No CF15-385 and replace them with new springs Part No CF15-645. The lower end of the springs should be assembled with the hooks pointing inwards to prevent them from catching on the main swivel bolts.

(t) Assemble the push rod to the rudder pedal and the rudder pedal to the aircraft, using items retained from operations (d) and (l) and split pins (item 15).

It is most convenient to re-assemble the rudder pedal in reverse order to that indicated in operation (d).

(u) Clean up the cockpit and replace the false floor in accordance with current authorised procedure (item 21 will be required).

The false floor and foot trays are to have a minimum clearance of .050" from the rudder pedals with the rudder pedals held in any position.

The foot trays may be dressed and/or filed and the false floor may be dressed or reworked as required.

(v) Replace the Strut assembly removed in operation (c), using the original bolts, washers with new nuts (item 14).

(w) Replace the ejection seats in accordance with current authorised procedure.

(x) Re-arm the ejection seats in accordance with current authorised procedure.

Items Removed

13. The following items are removed on incorporation of this modification:-

(Issued with A/L 271)

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
22	A79/503991	CF15-385	Spring	8	
23	-	CF15-563	Packing Block	4	

Action on Items Removed

14. The removed items listed above have no further application and are to be actioned as follows:-

Items 22 and 23: To be discarded.

Action on Stock Holdings of Removed Items

15. Item 22 - HQSC will advise obsolete/obsolescent action on this item.

Item 23 - Not applicable.

Modification of Spares

16. (a) The following spares are affected:-

Ident No	Part No	Nomenclature	Remarks
A79/504157	CF15-141A	Rudder Cross Tube Sub-Assy (Aft)	Rework to Para 12(e) to (h) inclusive and re-identify as Part No CF15-141A/1 and Ident No A79/504553.
A79/504156	CF15-153A	Rudder Cross Tube Sub-Assy (F'ord)	Rework to Para 12(e) to (h) inclusive and re-identify as Part No CF15-153A/1 and Ident No A79/504552.
A79/503982	CF15-329A	Push Rod Assy	Rework by rivetting the wiper washer (item 5) on the push rod as shown on Sheet 2 of the drawing. Re-identify as Part No CF15-659A and Ident No A79/504554.

(Issued with A/L 271)

Ident No	Part No	Nomenclature	Remarks
A79/504355	CF15-331A/1	Cross Tube and Rudder Pedal Assy (F'ord)	Rework to Para 12(d) to (s) inclusive and re-identify as Part No CF15-331A/2 and Ident No A79/504555.
A79/504356	CF15-333A/1	Cross Tube and Rudder Pedal Assy (Aft)	Rework to Para 12(d) to (s) inclusive and re-identify as Part No CF15-333A/2 and Ident No A79/504556.

(b) A Partial Modification Set will comprise:-

For Spare CF15-141A and CF15-153A:-

Item Nos 3 (2 off), 4 (2 off), 6 (4 off), 8 (4 off), 9 (4 off), 11 (16 off), 13 (16 off), 16 (4 off), 17 (4 off). Set to be obtained on demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown, for Spares/Mod 381/A79-504156-7.

For Spare CF15-329A:-

Item Nos 5 (1 off), and 12 (2 off). Set to be obtained on demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown, for Spares/Mod 381/A79-503982.

For Spares CF15-331A/1 and CF15-333A/1:-

Half quantity of items 1-17 inclusive. Sets to be obtained on demand on Modification Centre, De Havilland Aircraft Pty Ltd, Bankstown, for Spares/Mod 381/A79-504355-6.

Unit Maintenance Spares of the above items are to be modified before fitment by the user unit.

HQSC is responsible that stores depot stock holdings of the above items are modified.

Additional Information

17. Nil.

Tests

18. After assembly, ensure that the rudder pedals may be freely adjusted.

Recording

19. Record incorporation of this modification as follows:-

(a) In Aircraft Log Book.

(b) On Form E/E 78.

(c) Modification Incorporation Certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

References: No 1 AFTS Defect Report S/Nos 72/62, 156/62, 169/62 and SOR 59/62. File, Headquarters Support Command, 2501/110/4019

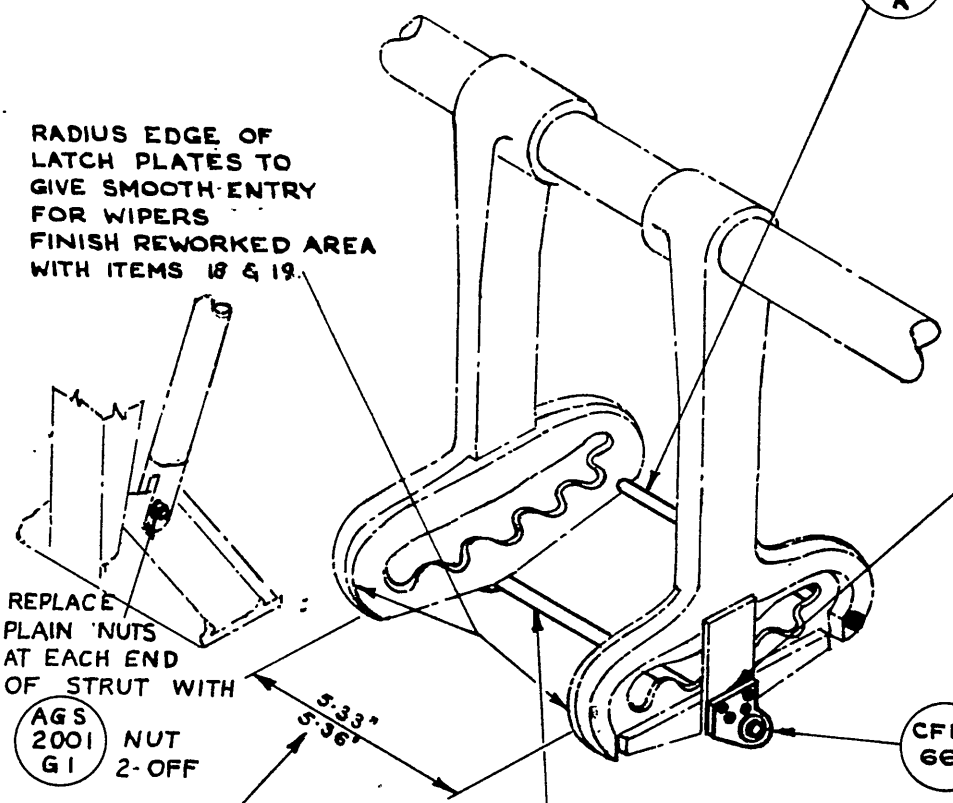
Attachments: Drawing A14764 Sheets 1 and 2

Date of Issue: 15th October 1963

(Issued with A/L 271)

DO NOT SCALE

ISSUE NO	DATE	ALTERATION	B. I. L	INITIALS	APPROVED



CF15 651 A — FORWARD TIE BAR 4-OFF
REMOVE EXISTING 8 LOWER FORWARD RIVETS, OPEN OUT HOLES TO Nº 26 AND FIT :-

A25 5B — BOLT 8-OFF

SP 47 B — LOCK WASHER 8-OFF

RADIUS EDGE OF LATCH PLATES TO GIVE SMOOTH ENTRY FOR WIPERS
FINISH REWORKED AREA WITH ITEMS 18 & 19.

USE JOINTING COMPOUND (ITEM 20) BETWEEN MATING SURFACES

REPLACE PLAIN NUTS AT EACH END OF STRUT WITH

AGS 2001 G1 — NUT 2-OFF

5.33" / 5.36"

CF15 661 — PLATE - 8-OFF
REMOVE EXISTING 32 RIVETS, OPEN OUT HOLES TO Nº 26 & FIT.

AS 1242 5B — BOLT 32-OFF

AG6 2002 B/1 — NUT 32-OFF

C'S'K HOLE ON INSIDE TO SUIT.

CHECK THIS DIMENSION ALONG THE LENGTH OF THE LATCH PLATE UNDERNEATH THE SAWTOOTH.
TIE BAR MAY BE PACKED OR FILED TO SUIT IF NECESSARY.

CF15 649 A — CENTRE TIE BAR 4-OFF

A25 1C — BOLT 8-OFF

SP 47 C — LOCK WASHER 8-OFF

VIEW ON RUDDER PEDAL LATCH PLATES

DE HAVILLAND DRAWING Nº OOM1381 SHEET 1 OF 2

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTOR GEN. OF ENGINEERING	RUDDER PEDALS - INTRODUCTION OF TIE BARS, WIPERS & STRENGTHENED SPRINGS

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	VAMPIRE MK 35, 35A
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± 1/2°	FINISH		TECH. ORDER	VAMPIRE Mods. No. 381
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.C.21		SCALE		DRAWING NO.	A 14764 SHT. 2
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

DO NOT SCALE

REPLACE THE EXISTING PACKING BLOCK CF15-563 WITH:-

CF15 625 — PACKING BLOCK 4 OFF

FIT IN THE FOLLOWING MANNER:-

1. MARK THE CASTING AROUND THE EXISTING BLOCK CF15-563
2. REMOVE & DISCARD THE EXISTING BLOCK. CLAMP THE NEW BLOCK IN POSITION, CAREFULLY MAINTAINING THE .09" DIMENSION.
3. SPOT & DRILL TWO No. 11 HOLES IN THE BLOCK FROM THE CASTING.

MODIFY THE BRAKE PUSH ROD AS FOLLOWS.-

1. ENSURE THAT THE SPECIAL PINS CF15-323 ARE FULLY TIGHTENED & LOCKED, & THAT THE SHANK DIA. OF THE PINS IS BETWEEN .250" & .248". (MANUFACTURING TOL. $^{.250"}_{.249}$ REF)
2. TEMPORARILY FIT THE WIPER WASHER TO THE PUSH ROD & CHECK THE $^{5.31"}_{5.29}$ DIM. BELOW.
3. FIT THE WIPER WASHER IN THE POSITION SHOWN ON THE DRAWING

CF15 655 — WIPER WASHER 4 OFF

AS 2229 307 — RIVET 8 OFF
DRILL 8 HOLES No. 40 & CSK 90° X .16" DIA. IN PUSH RODS TO SUIT WIPER WASHERS. (RIVET IS TO BE CSK BOTH SIDES & PARTICULAR CARE IS TO BE TAKEN TO ENSURE THAT THE HEAD DOES NOT PROJECT BEYOND THE FACE OF THE WIPER WASHER)

4. REPART No. THE BRAKE PUSH ROD FROM CF15-329A TO CF15-659A.

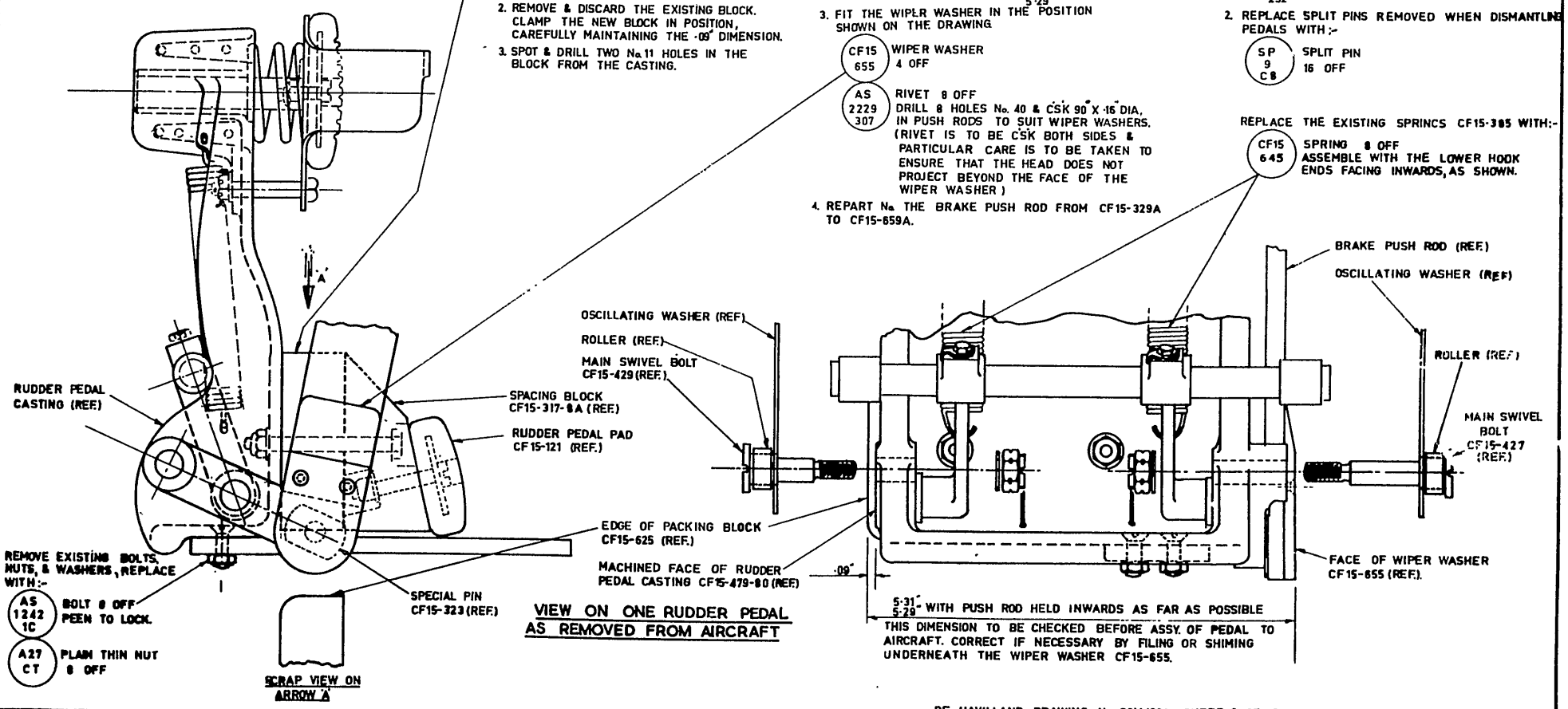
NOTE!

1. BEFORE REASSEMBLING THE PEDALS, CHECK THAT THE BUSHES CF15-59 (WHICH ARE THE MATING COMPONENTS OF THE SPECIAL PINS CF15-323 ON EACH END OF THE BRAKE PUSH ROD) ARE $^{.2510"}_{.2535"}$ INSIDE DIA. (MANUFACTURING TOL. $^{.251"}_{.252"}$ REF.)
2. REPLACE SPLIT PINS REMOVED WHEN DISMANTLING PEDALS WITH:-

SP 9 C8 — SPLIT PIN 16 OFF

REPLACE THE EXISTING SPRINGS CF15-385 WITH:-

CF15 645 — SPRING 8 OFF
ASSEMBLE WITH THE LOWER HOOK ENDS FACING INWARDS, AS SHOWN.



VIEW ON ONE RUDDER PEDAL AS REMOVED FROM AIRCRAFT

DE HAVILLAND DRAWING No. OOM1381 SHEET 2 OF 2

ISSUE NO.	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED

REFERENCE	ISSUED BY
	DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING

LIMITS UNLESS STATED		MATERIAL	
DECIMALS	± .010"	SPEC.	
FRACTIONS	± 1/32"	TREATMENT	
ANGLES	± 1°	FINISH	
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A S C21		SCALE	
		DRAWN	APPROVED
		TRACED	CHECKED

TITLE: RUDDER PEDALS - INTRODUCTION OF TIE BARS, WIPERS AND STRENGTHENED SPRINGS.

COMPONENT OF	
MACHINE.	VAMPIRE MK. 25, 35A
ENGINE	
TECH. ORDER	VAMPIRE MOD. No. 301
DRAWING NO.	A 14764 SHT. 2 OF 2
	DRWG. B SIZE

AAP 721.79 Vol 2 Pt 2

VAMPIRE MODIFICATION NO 382

Class: 3

HYDRAULIC SYSTEM - INTRODUCTION OF STEEL UNIONS IN LIEU OF EXISTING DURALUMIN UNIONS TO NON-RETURN VALVES UMC703, UMC704 AND UMC706

Introduction

1. (a) The Reason for the Modification

The existing duralumin unions have been failing in service.

(b) Description and Features by which the Modification can be Recognised

This modification provides for the rework of existing non-return valves UMC703, UMC704 and UMC706 to incorporate a steel union in lieu of a duralumin union.

The new union may be recognised by the P/No (see paragraphs 10 and 12(d)) or by the use of a magnet.

(c) Relationship with other Modifications

Vampire Modification No 325 must be incorporated prior to this modification.

(d) Reason of Classification

Improved operational efficiency and standardisation of parts. These valves also being fitted to Canberra aircraft and are modified by Canberra Modification 588.

(e) Effect on Servicing and/or Ground Handling

Nil.

(f) Effect on Aircraft Limitation

Nil.

(g) Effect on Aircrew Operation

Nil.

(h) Number of Parts Comprising the Order

One.

Application

2. All Vampire Mk 35 and Mk 35A aircraft.

Man-Hours and Trade Mustering Involved

3. Approximately 9 man-hours are required to incorporate the modification. The mustering responsible is airframe fitter.

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable aircraft as soon as practicable but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. Hawker DeHavilland V382.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, Etc

8. A hydraulic test rig of the type shown on the drawings is required.

Drawings

9. A14966 sheets 1 to 3 attached.

Modification Parts List

10. The following items are required to complete one modification set:-

(Issued with A/L 287)

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	4730P/NAIR106754	S15-1443 or AIR106754	Union Body for UMC7030 Non-Return Valve Union (Lockheed)	3	C
2	4730P/NAIR106758	S15-1441 or AIR106758	Union Body for UMC7040 Non-Return Valve Union (Lockheed)	1	C
3	4730P/NAIR106766	S15-1439 or AIR106766	Union Body for UMC7060 Non-Return Valve Union (Lockheed)	1	C
4	5310-H28C10463	AGS1139/C	Washer, Copper Jointing	4	C
5	H28C/NIV	AGS1139/D	Washer, Copper Jointing	1	C
6	I1/9715		Wire, Locking, 22 SWG, DTD189	A/R	C

Supply

11. Modification sets are to be obtained as follows:-

Items 1-5 - Demand on Modification Centre, Hawker DeHavilland Australia Pty Ltd, Bankstown for Vampire Modification No 382.

Item 6 - Draw from unit stores.

Method and Sequence of Incorporation

12. (a) Open the nose cap and remove the cannon bay doors. Release the brakes and general services accumulator pressures at the release valve in the nose cap.

(b) Location - Under Nose Cap

Disconnect and remove the UMC703 non-return valve shown on Sheet 1 of the drawing. Temporarily blank off the pipes and retain the valve for rework.

(c) Location - In Gun Bay

Disconnect and remove the two UMC703 non-return valves, the UMC704 non-return valve and the UMC706 non-return valve shown on Sheet 2 of the drawing. Temporarily blank off the pipes and retain the valves for rework.

(d) Rework each of the removed valves to Sheet 3 of the drawing. Wirelock the union to the valve body on each valve using item 6. Re-part number the valves as follows:-

Old Ident No (Ref)	Old Part No	New Ident No (Ref)	New Part No
T27W/7	UMC703	1650P/No	UNC7030
T27W/8	UMC704	1650P/No	UMC7040
T27W/10	UMC706	1650P/No	UMC7060

(e) Using a hydraulic test rig (see paragraph 8) and hydraulic fluid to DTD585, test each of the valves as follows:-

Apply 3,400 psi fluid pressure at the outlet connection for a minimum period of 2 minutes. There must be no leakage externally or through the open inlet connection.

Note: Leakage past the valve element (see Sheet 3 of the drawing) will necessitate dismantling and re-seating or renewing the valve element. The valve spring may also require renewal.

External leakage may be remedied by tightening the union to the valve body.

(f) Replace the reworked valves in the aircraft and wirelock all connections using item 6.

(g) Top up the hydraulic system and bleed the brakes in accordance with AAP 721.79 Vol 1 Sect 3 Chap 6.

Items Removed

13. The following items are removed on incorporation of the modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
7	T27W/1050	UMC722	Union Body for UMC703 Non-Return Valve	3	
8	T27W/1051	UMC725	Union Body for UMC704 Non-Return Valve	1	
9	T27W/1054	UMC731	Union Body for UMC706 Non-Return Valve	1	

Action on Items Removed

14. The removed items listed in paragraph 13 have no further application and are to be actioned as follows:-

Items 7, 8 and 9 to be discarded.

Action on Stock Holdings of Removed Items

15. Action will be taken at normal review period by Headquarters Support Command.

Modification of Spares

16. (a) Unit maintenance spares of the following items are to be modified by the user unit before fitment:-

T27W/10	UMC706	Non-Return Valve	Rework to para 12(d) and (e) and re-identify as P/No UMC7060
T27W/8	UMC704	Non-Return Valve	Rework to para 12(d) and (e) and re-identify as P/No UMC7040
T27W/7	UMC703	Non-Return Valve	Rework to para 12(d) and (e) and re-identify as P/No UMC7030

Headquarters Support Command is responsible that stores depot stock holdings of the above items are modified.

(b) A partial modification set will comprise:-

For spare UMC703

Item Numbers 1 (1 off), 4 (1 off), 6 (AR)

Items 1 and 4 - To be obtained by demand on Modification Centre Hawker DeHavilland Australia Pty Ltd Bankstown for Spares/Mod 382 / T27W/7.

Item 6 - To be drawn from unit stores.

For spare UMC704

Item Numbers 2 (1 off), 4 (1 off), 6 (AR)

Items 2 and 4 - To be obtained by demand on Modification Centre Hawker DeHavilland Australia Pty Ltd Bankstown for Spares/Mod 382 / T27W/8.

Item 6 - To be drawn from unit stores.

For spare UMC706

Item Numbers 3 (1 off), 5 (1 off), 6 (AR)

Items 3 and 5 - To be obtained by demand on Modification Centre Hawker DeHavilland Australia Pty Ltd Bankstown for Spares/Mod 382 / T27W/10.

Item 6 - To be drawn from unit stores.

Additional Information

17. Nil.

Tests

18. Test the reassembled valves individually to paragraph 12(e). Test the complete hydraulic system to AAP 721.79/33 Vol 1 Sect 3 Chap 6 after reassembling the reworked valves to the aircraft.

Recording

19. Record incorporation of the modification as follows:-

(a) In the airframe log book.

(b) On the Form E/E 78.

(c) Modification incorporation certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

References: Files, Headquarters Support Command 2601/79/41 and 2501/110/4443
Lockheed Mod UMC 8/M/C
Canberra Mod No 588

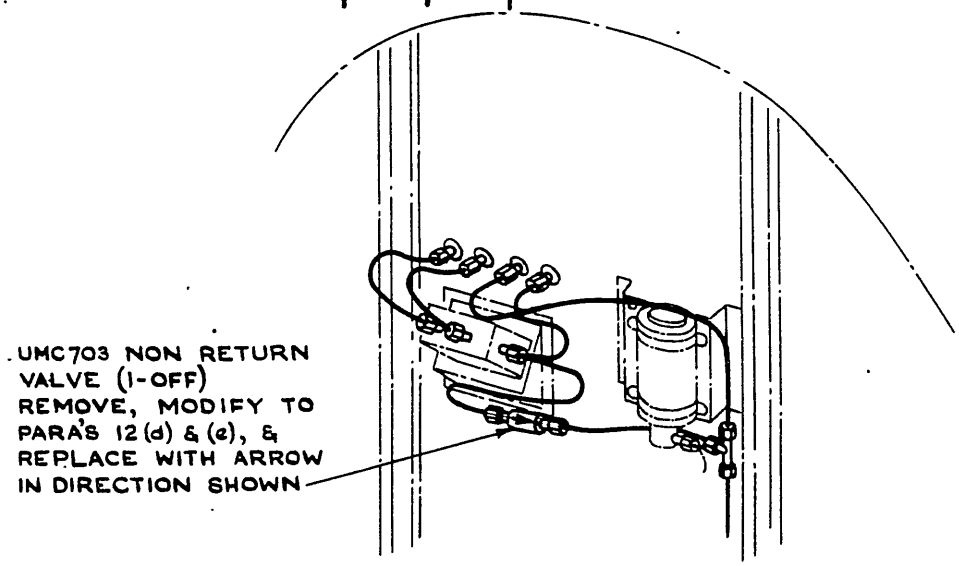
Attachments: Drawing A14966 Sheets 1 to 3

Date of Issue: 31st August 1964

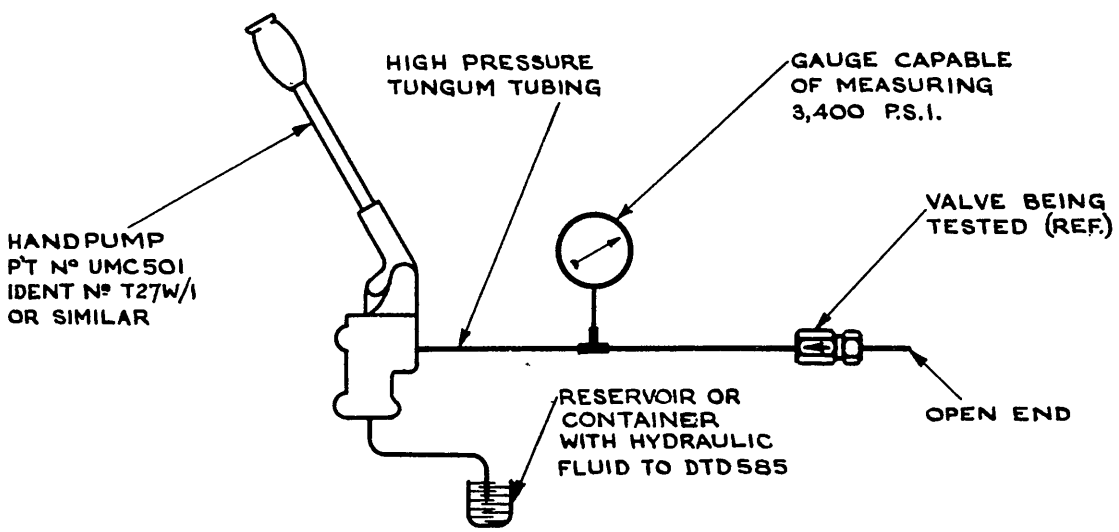
(Issued with A/L 287)

DO NOT SCALE

ISSUE NO	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED
2	16-4-64	SHEET RENUMBERED			



VIEW ON F'W'D FACE OF BULKHEAD Nº 1
SHOWING WINDSCREEN WIPER SELECTOR VALVE
(POST MOD. 325 ONLY.)



DIAGRAMMATIC SKETCH OF HYDRAULIC TEST RIG
REQUIRED FOR TESTING VALVES

HAWKER DE HAVILLAND DRAWING Nº 1382 SHEET 1 OF 3 SHEETS

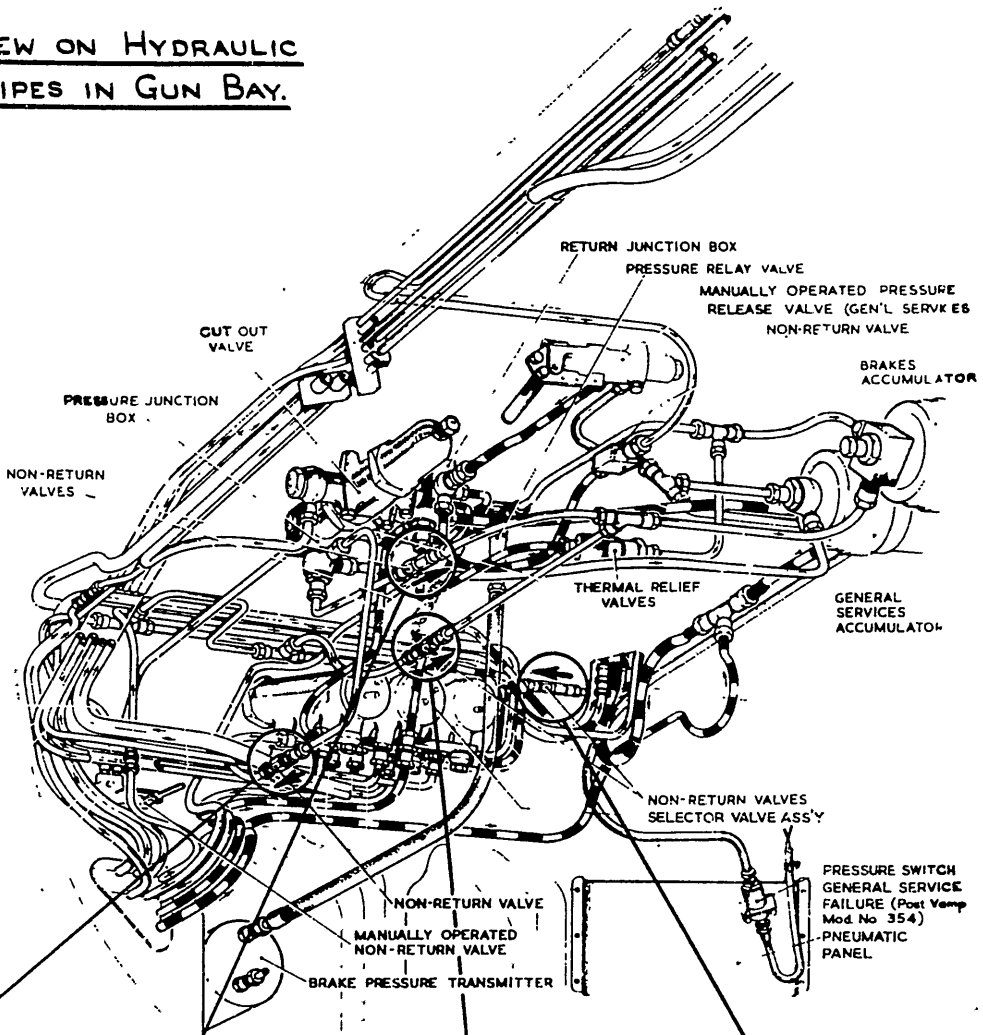
REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR – DIRECTOR GENERAL OF ENGINEERING	HYDRAULIC SYSTEM – INTRO. OF STEEL UNIONS IN LIEU OF EXISTING DURALUMIN UNIONS TO NON RETURN VALVES UMC703, 704 & 70

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	VAMPIRE MK 35, 35A
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± 1/2°	FINISH		TECH. ORDER	VAMPIRE MOD Nº 382
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.CZI		SCALE		DRAWING NO.	A 14966 SHT 1 OF 3 SHTS.
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

DO NOT SCALE

ISSUE No	DATE	ALTERATION	D.I.L.	INITIALS	APPROVED
1					
2	16-4-64	SHEET RENUMBERED		[illegible]	FRL

VIEW ON HYDRAULIC PIPES IN GUN BAY.



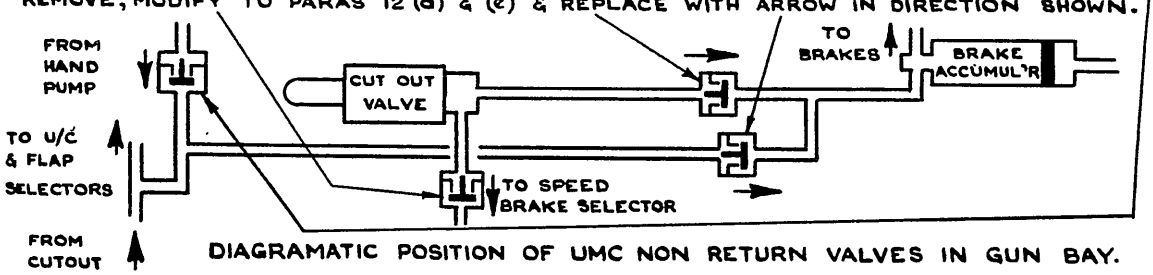
UMC 706 NON RETURN VALVE (1-OFF)

UMC 704 NON RETURN VALVE (1-OFF)

UMC 703 NON RETURN VALVE (1-OFF)

UMC 703 NON RETURN VALVE (1-OFF)

REMOVE, MODIFY TO PARAS 12 (d) & (e) & REPLACE WITH ARROW IN DIRECTION SHOWN.



DIAGRAMATIC POSITION OF UMC NON RETURN VALVES IN GUN BAY.

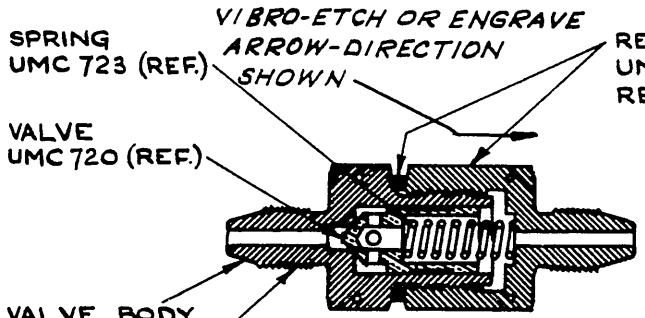
HAWKER DE HAVILLAND DRAWING Nº OOM1382 SHEET 2 OF 3 SHEETS.

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING	HYDRAULIC SYSTEM - INTRO. OF STEEL UNIONS IN LIEU OF EXISTING DURALUMIN UNIONS TO NON RETURN VALVES UMC703, 704 & 706

LIMITS UNLESS STATED		MATERIAL				COMPONENT OF	
DECIMALS	± ·010"	SPEC.					
FRACTIONS	± 1/32"	TREATMENT				MACHINE	VAMPIRE MK 35, 35A
ANGLES	± ½°	FINISH				ENGINE	
SURFACE FINISH AUSTRALIAN STAND		SCALE				TECH. ORDER	VAMPIRE MOD 382.
		DRAWN		APPROVED	FRL	DRAWING NO.	A14966 SHT 2
ENG. DRWG. PRACTICE AS.CZ1		TRACED		CHECKED			DRW A SIZE

DO NOT SCALE

ISSUE NO	DATE	ALTERATION	D.I.L.	INITIALS	APPROVE
2	11-2-64	VIBRO-ETCH ARROW ON CASE			
3	16-4-64	SHEET RENUMBERED			



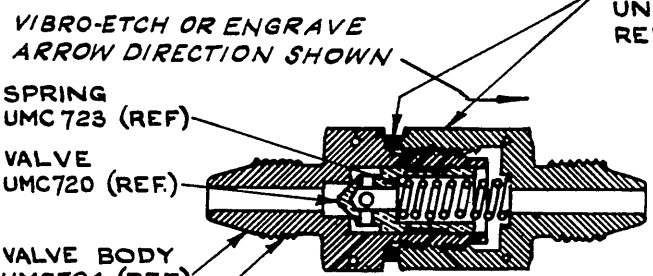
REMOVE AND DISCARD THE EXISTING UNION UMC 722 AND WASHER REPLACE WITH

AIR 106754 OR S15 1443 UNION 1-OFF WIRELOCK TO VALVE BODY UMC7

AND

AGS 1139 C WASHER 1-OFF

SECTION THROUGH UMC 703 NON RETURN VALVE



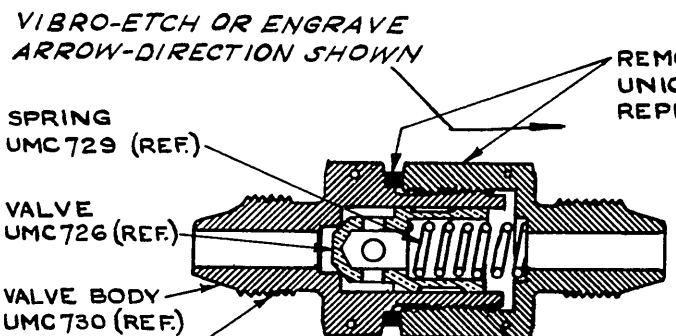
REMOVE AND DISCARD THE EXISTING UNION UMC 725 AND WASHER REPLACE WITH

AIR 106758 OR S15 1441 UNION 1-OFF WIRELOCK TO VALVE BODY UMC724

AND

AGS 1139 C WASHER 1-OFF

SECTION THROUGH UMC 704 NON RETURN VALVE



REMOVE AND DISCARD THE EXISTING UNION UMC 731 AND WASHER REPLACE WITH

AIR 106766 OR S15 1439 UNION 1-OFF WIRELOCK TO VALVE BODY UMC73

AND

AGS 1139 D WASHER 1-OFF

SECTION THROUGH UMC 706 NON RETURN VALVE

NOTE! ALL THE ABOVE VALVES TO BE RE PART No.'D TO PARA 12 (d) AND INDIVIDUALLY TESTED TO PARA 12 (e)

HAWKER DE HAVILLAND DRAWING No 00M1382 SHEET 3 OF 3 SHEETS

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING	HYDRAULIC SYSTEM – INTRO. OF STEEL UNIONS IN LIEU OF EXIST. DURALUMIN UNIONS TO NON RETURN VALVES UMC703, 704 & 706

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	VAMPIRE MK 55, 55A
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD Nº 382
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.CZI		SCALE		DRAWING NO.	A 14966 SHT 3
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

AAP 721:79, VOLUME 2, PART 2 VAMPIRE MODIFICATION NO 383

Class: 2

AVIMO TYPE G3/150/27
PITOT PRESSURE HEAD INTRODUCTION

Introduction

1. (a) The Reason for the Modification

The existing Mk 8T Pitot/Static Head has proven unsatisfactory in that it is prone to icing up and is also subject to fatigue cracks around the static slots.

(b) Description and Features by Which the Modification can be Recognised

The new Avimo type G3/150/27 pitot pressure head has a conical nose and no static slots. The pre-mod Mk 8T pitot/static head has a rounded nose.

(c) Relationship With Other Modifications

Vampire Modification No 352 must be incorporated prior to or concurrently with this modification.

(d) Reason of Classification

Based on safety aspect.

(e) Effect on Servicing and/or Ground Handling

There will be no effect on servicing and/or ground handling after fitment of this modification.

(f) Effect on Aircraft Limitation

There will be no effect on aircraft limitations after embodiment of this modification.

(g) Effect on Aircrew Operation

There will be no effect on aircrew operation after embodiment of this modification.

(h) Number of Parts Comprising the Order

This modification order is not written in parts.

(Issued with A/L 270)

Application

2. Vampire Mk 35A - All aircraft.
Vampire Mk 35 - All aircraft except A79-651 which was modified as a trial installation.

Man-Hours and Trade Mustering Involved

3. Approximately 7 man-hours are required to incorporate this modification. The RAAF trade musterings involved are Airframe, Instrument and Electrical Fitters.

Electrical Fitter - .5 man-hours (para 12(b) and (d)).
Airframe Fitter - 4.5 man-hours (para 12(a) and (f)).
Instrument Fitter - 2.0 man-hours (para 12(c) and (e)).

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable Vampire aircraft as soon as practicable but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. De Havilland (Aust) Mod V383.

Orders and Instructions Superseded or Cancelled

7. Not applicable.

Special Tools, Jigs, etc

8. Not applicable.

Drawings

9. Drawing No A14842 is attached (Hawker De Havilland (Aust) Drawing No OOM1383.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	6610-PN-G3-150-27		Avimo Pitot Head Type G3/150/27	1	A
2	N/I	S15-1437	Sleeve	1	C
3	5305-120-0058	A33/A12	Screw, MS Csk 90° 6BA x $\frac{3}{8}$" long	1	C
4	5330 RAF28F/13603	AGS 838/8	Ring, Sealing, Rubber	1	C
5	N/I	AGS 1159BB or AGS 1236BB	Cone Cap	1	C
6	5315-234-1856	SP9/C8	Pin, Split, NI AL 1/16" Dia	1	C
7	G5F/20058		5 mm Nylex Tubing 2 ft Long	1	C
8	I1/9715 Alt I1/2188		Wire Locking, 22 SWG DTD 189	AR	C
~~9~~ delete AL 276	~~I38A/94~~		~~Cord, Stringing Spec 4B35~~	~~AR~~	~~C~~
~~10~~	~~K4/150~~		~~Boss Wax~~	~~AR~~	~~C~~

Supply

11. Modification sets are obtained as follows:-

Items 1 - 7 demand on modification centre Hawker De Havilland Pty Ltd, Bankstown, NSW, for Vampire Modification No 383.

Items 8 [redacted] draw from unit stores.

AL 276.

Method and Sequence of Incorporation

12. (a) Remove the port rear fairing, rudder and the rear inspection panel on the port boom in accordance with current authorised procedure.

(b) Disconnect the electrical cables for the Mk 8T pitot static head at the terminal block in the fin, cut both electrical cables on the new pitot head 1 ft long and cover with 5 mm Nylex tubing.

(Issued with A/L 270)

(c) Replace the pitot head and remove portion of the existing static line as shown on the attached drawing.

(d) Connect the electrical cables from the new pitot head to the existing terminal block on the fin.

(e) Test the pitot pressure system in accordance with AAP 750:0 Volume 2, Part 1, Instrument Instruction No 0/0/4.

(f) Replace the port rear fairing, rudder and the rear inspection panel on the port boom in accordance with current authorised procedure.

Items Removed

13. The following items are removed on incorporation of the modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
11	G6A/3819		Head Pressure Mk 8T	1	A

Action on Items Removed

14. The removed items listed in paragraph 13 have no further application, and are to be actioned as follows:-

Item 11 - Transfer to Board of Survey and action in accordance with current equipment procedure.

Action on Stock Holdings of Removed Items

15. Item 11 - Department of Air will advise obsolete/obsolescent action on this item.

Modification of Spares

16. (a) The following spare is affected:-

Ident No	Part No	Nomenclature	Remarks
A79/504516	TB15-23A/5	Boom & Fin - Port	Rework by removing the rear portion of the existing static line as shown on the drawing and blanking that portion of the static line remaining in the Boom.

Ident No	Part No	Nomenclature	Remarks
			Re-identify as TB15-23A/6 and Ident No A79/504568.

(b) A partial modification set will comprise:-

Item 5 (1 off), Item 6 (1 off). Set to be obtained by demand on Hawker De Havilland Pty Ltd, Bankstown, for spares Mod V383/A79-504516.

Note: For DH Information only

Spares quantities authorised to be modified are as follows:-

Part No	Nomenclature	Qty
TB15-23A/5	Boom & Fin - Port	4

Unit maintenance spares of the above item are to be modified before fitment to aircraft.

Stores stock holdings of the above item are to be modified as, and when directed by Headquarters Support Command.

Additional Information

17. Not applicable.

Tests

18. See para 12(e).

Recording

19. Record incorporation of the modification as follows:-

(a) In aircraft log book.

(b) On Form E/E 78 (Modification Progress Chart).

(c) Modification Incorporation Certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

(Issued with A/L 270)

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

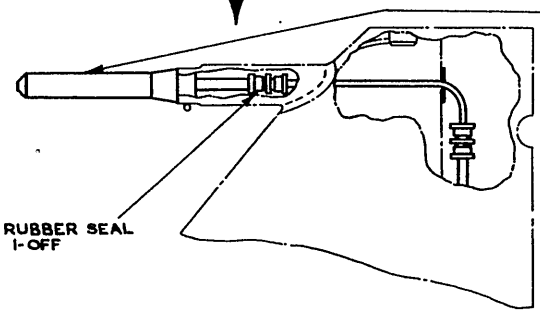
References: Files, Headquarters Support Command, 2601/79/66-383 and 2501/110/4179

Attachment: Drawing A14842

Date of Issue: 26th September 1963

(Issued with A/L 270)

DO NOT SCALE



REPLACE EXISTING MK. 8T PITOT/STATIC HEAD WITH:-

GG10 PN-G3 150-27 — AVIMO PITOT HEAD 1-OFF

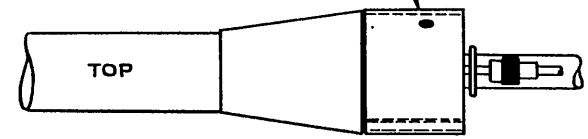
FIT SLEEVE AS SHOWN ON —VIEW ON ARROW 'A'— CUT BOTH ELECTRICAL CABLES 1 FT. LONG, COVER WITH 5MM NYLEX TUBING AND CONNECT TO EXISTING TERMINAL BLOCK.

RENEW SEAL — AGS 838 8 — RUBBER SEAL 1-OFF

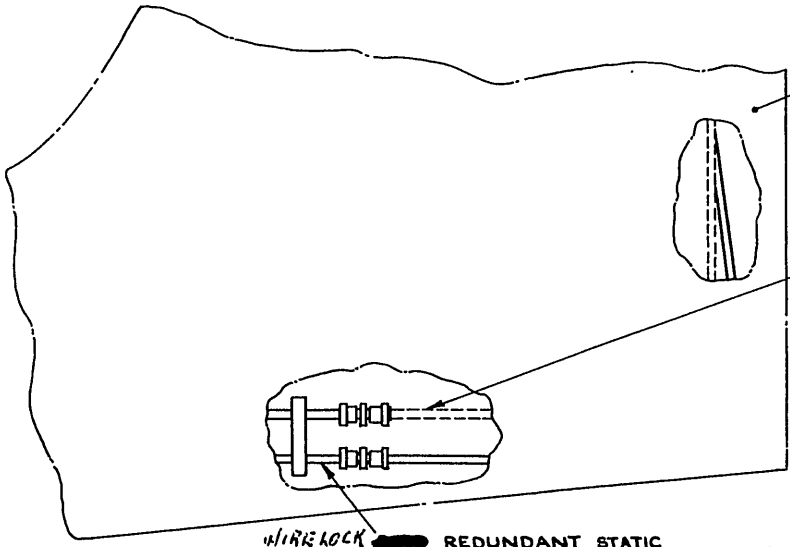
S15 1437 — SLEEVE 1-OFF

A33 A12 — SCREW 1-OFF

C'S'K PITOT HEAD TO SUIT EXISTING C'S'K IN SLEEVE.



VIEW ON ARROW 'A' SHOWING RELATIVE POSITION OF SCREW HOLDING SLEEVE ON TO PITOT HEAD.



REMOVE REDUNDANT STATIC PIPES (SHOWN DOTTED) BETWEEN THIS POINT AND THE PRESSURE HEAD. SALVAGE. ONE AGS. 904/BB UNION NUT FROM THESE PIPES AND DISCARD REMAINDER. BLANK OFF REMAINING REDUNDANT STATIC LINE WITH THE SALVAGED NUT AND :-

AGS 1159 BB — CONE CAP 1-OFF

OR AGS 1236 BB — CONE CAP 1-OFF

SP 9 CB — SPLIT PIN 1-OFF

WIRE LOCK WITH ITEM 8.

WIRE LOCK [redacted] REDUNDANT STATIC PIPE TO PITOT PIPE. AT THE CONNECTOR'S

NOTE: MAY BE DRILLED, IF NECESSARY, FOR WIRE LOCKING.

9L 276

HAWKER DE HAVILLAND DRAWING NO. OOM1383 SHEET 1 OF 1 SHEET

ISSUE NO.	DATE	ALTERATION	B.I.L.	INITIALS	APPROVED
1	29-3-63				

REFERENCE	ISSUED BY
	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND

LIMITS UNLESS STATED		MATERIAL	
DECIMALS	± .010"	SPEC.	
FRACTIONS	± 1/32"	TREATMENT	
ANGLES	± 1°	FINISH	
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A S C21		SCALE	
		DRAWN	APPROVED
		TRACED	CHECKED

TITLE: AVIMO TYPE G3/150/27 PITOT PRESSURE HEAD — INTRODUCTION

COMPONENT OF	
MACHINE	VAMPIRE MK 35, 35A
ENGINE	
TECH. ORDER	VAMPIRE MOD No. 383
DRAWING NO.	A14842
DRWG. SIZE	B

AAP 721.79, Vol 2, Pt 2

VAMPIRE MODIFICATION NO 384

Class 3

PORT AND STARBOARD MAINPLANES

INTRODUCTION OF AN ADDITIONAL ACCESS HOLE ON THE LOWER SURFACE

Introduction

1. (a) The Reason for the Modification

Incorporation of this modification will allow access to the rear undercarriage pickup bolts while the undercarriage is assembled in the aircraft.

(b) Description and Features by which the Modification can be Recognised

One access hole is introduced on the lower surface of each wing, and is located just aft of the main undercarriage.

(c) Relationship with other Modifications

Not applicable.

(d) Reason for Classification

To allow regular check tensioning of the rear undercarriage pickup bolts.

(e) Effect on Servicing and/or Ground Handling

Incorporation of this modification will obviate the necessity for removing the undercarriage to check tension the rear undercarriage pickup bolts.

(f) Effect on Aircraft Limitation

Nil

(g) Effect on Aircrew Operation

Nil.

(h) Number of Parts Comprising the Order

One.

(Issued with A/L 283)

Application

2. Vampire Mk 35A - All aircraft, except A79-802 which was modified as a Trial Installation.

Vampire Mk 35 - All aircraft.

Man-Hours and Trade Mustering Involved

3. Approximately 54 man-hours are required to incorporate this modification.

The RAAF trade mustering responsible is the Airframe fitter.

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable Vampire aircraft as the opportunity arises, but not later than the next "E" servicing after modification sets are available.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. Hawker de Havilland Modification V384.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, etc

8. Nil.

Drawings

9. Drawing No A14981 attached.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	Not Identified	W15-1565 ND	Doubler Plate	2	
2	" "	W15-1567 ND	Packing Plate	2	
3	" "	W15-1569 ND	Door	2	
4	" "	W15-1571 ND	Packing Strip	2	
5	5305-943-5717	A33/C20	Screw, Steel Csk Hd 2 BA	12	
6	H28/27125	AGS2007C/1	Nut MS Doubler Anchor, Nyloc Insert 2 BA	12	
7	5320PN-AS2229-305	AS2229/305	Rivet, Csk Hd, 90° Al/Al 3/32" dia x 5/16" long	36	
8	5320PN-AS2229-404	AS2229/404	Rivet, Csk Hd, 90° Al/Al $\frac{1}{8}$" dia x $\frac{1}{4}$" long	10	
9	5320PN-AS2229-406	AS2229/406	Rivet, Csk Hd, 90° Al/Al $\frac{1}{8}$" dia x $\frac{3}{8}$" long	86	
10	5320PN-AS2229-505	AS2229/505	Rivet, Csk Hd, 90° Al/Al 5/32" dia x 5/16" long	10	
11	5320PN-AS2229-507	AS2229/507	Rivet, Csk Hd, 90° Al/Al 5/32" dia x 7/16" long	20	
12	K3/175		Primer, Zinc Chromate to Spec RAAF 2K7	AR	C
13	K3/353		Varnish, Pigmented, Jointing Compound to Spec DTD369A	AR	C
14	K3/487		Covering - High Speed Aluminium Brolite Elr 9372	AR	C

Supply

11. Modification sets are to be obtained as follows:-

Items 1 - 11 : Demand on Modification Centre, Hawker de Havilland Australia Pty Ltd, Bankstown, for Vampire Modification No 384.

Items 12 - 14 : Draw from unit stores.

Method and Sequence of Incorporation

12. The airframe fitter is responsible for the complete paragraph:-

(a) Fit the main undercarriage ground locks.

(b) The following operations are to be carried out on both port and starboard wings. They have been compiled on the assumption that tank No 1, the screens for tank No 1 and the main undercarriage are fitted to the aircraft. However, fitment of this modification will be eased if it is incorporated while the above items are removed for servicing.

(c) Carefully drill and punch out the following existing rivets:-

	Rivet Dia	Rivet Head	No Off Per Wing	Coded on Sheet 1 of Drawing
(i)	$\frac{1}{8}$"	90° Csk	11	
(ii)	$\frac{1}{8}$"	90° Csk	5	
(iii)	5/32"	90° Csk	10	
(iv)	5/32"	90° Csk	5	

(d) Locate the packing plate W15-1567 on the outside of the skin to the dimensions shown on the drawing. Mark the skin around the large oval hole in the packing plate.

(e) Remove the packing plate and cut out the hole marked on the skin in operation (d).

(f) Slide the packing plate W15-1567ND into its final position on top of the skin, ensuring that it butts up firmly against stringer "m", as shown on the Drawing.

Trim the packing plate if necessary to allow it to sit down flat on the skin and clamp it in position.

(g) Drill 3 locating holes No 41 dia down through the skin from the pre-drilled No 41 holes in the packing plate.

(h) Remove the packing plate and pin it underneath the skin by means of the locating holes drilled in operation (g).

(j) Drill the 35 remaining No 41 dia holes and 6 No 11 dia holes through the skin from the packing plate.

(k) Remove the packing plate and pin the cover plate W15-1569 on the skin through the No 11 holes.

Mark and cut back the skin so as to give .025" clearance around the cover plate.

(l) Locate the packing plate W15-1567, the packing strip W15-1571, the doubler plate W15-1565 and the anchor nuts in the position shown on the drawing. Open out and countersink all holes to their final sizes.

Countersink the holes in the door in conjunction with the packing plate W15-1571.

(m) Dismantle all the above components, de burr holes, clean away swarf and touch up reworked areas with chromate and silver paint.

(n) Finally assemble all components as per drawing.

Items Removed

13. Nil.

Action on Items Removed

14. Not applicable.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. (a) The following spares are affected:-

Ident No	Part No	Nomenclature	Remarks
A79/504580	W15-1041/13	Plane, Main, Port (Mk 35)	Rework to para 12 (c) to (m) and Repart No W15-1041/14 and Ident No A79/504635
A79/504578	W15-1043/13	Plane, Main, Stbd (Mk 35)	Rework to Para 12 (c) to (m) and Repart No W15-1043/14 and Ident No A79/504636
A79/504581	W15-1407A/13	Plane, Main, Port (Mk 35A)	Rework to Para 12 (c) to (m) and Repart No W15-1407A/14 and Ident No A79/504637
A79/504576	W15-1409A/13	Plane, Main, Stbd (Mk 35A)	Rework to Para 12 (c) to (m) and Repart No W15-1409A/14 and Ident No A79/504638

(b) A partial modification set for each of the above spares will comprise:-

Items 1 to 11 inclusive (half quantity of each)

Items 12 to 14 inclusive (AR)

Items 1 to 11: Set to be obtained by demand on Modification Centre, Hawker de Havilland Australia Pty Ltd, Bankstown, for Spares Modificition V384 / A79-504576-8-80-81.

Items 12 to 14: To be drawn from unit stores.

(Issued with A/L 283)

17. Headquarters Support Command is responsible that stores depot stock holdings of the above items are modified as and when directed by Headquarters Support Command.

Additional Information

18. Nil.

Tests

19. Nil.

Recording

20. Record incorporation of this modification:-

(a) In aircraft log book.

(b) On Form E/E 78.

(c) On the wing modification plate.

21. Modification Incorporation Certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

22. Amendments to Weight Sheet Summaries will be consolidated and issued by Headquarters Support Command.

The effect of this modification on the weight and balance of the aircraft is as follows:-

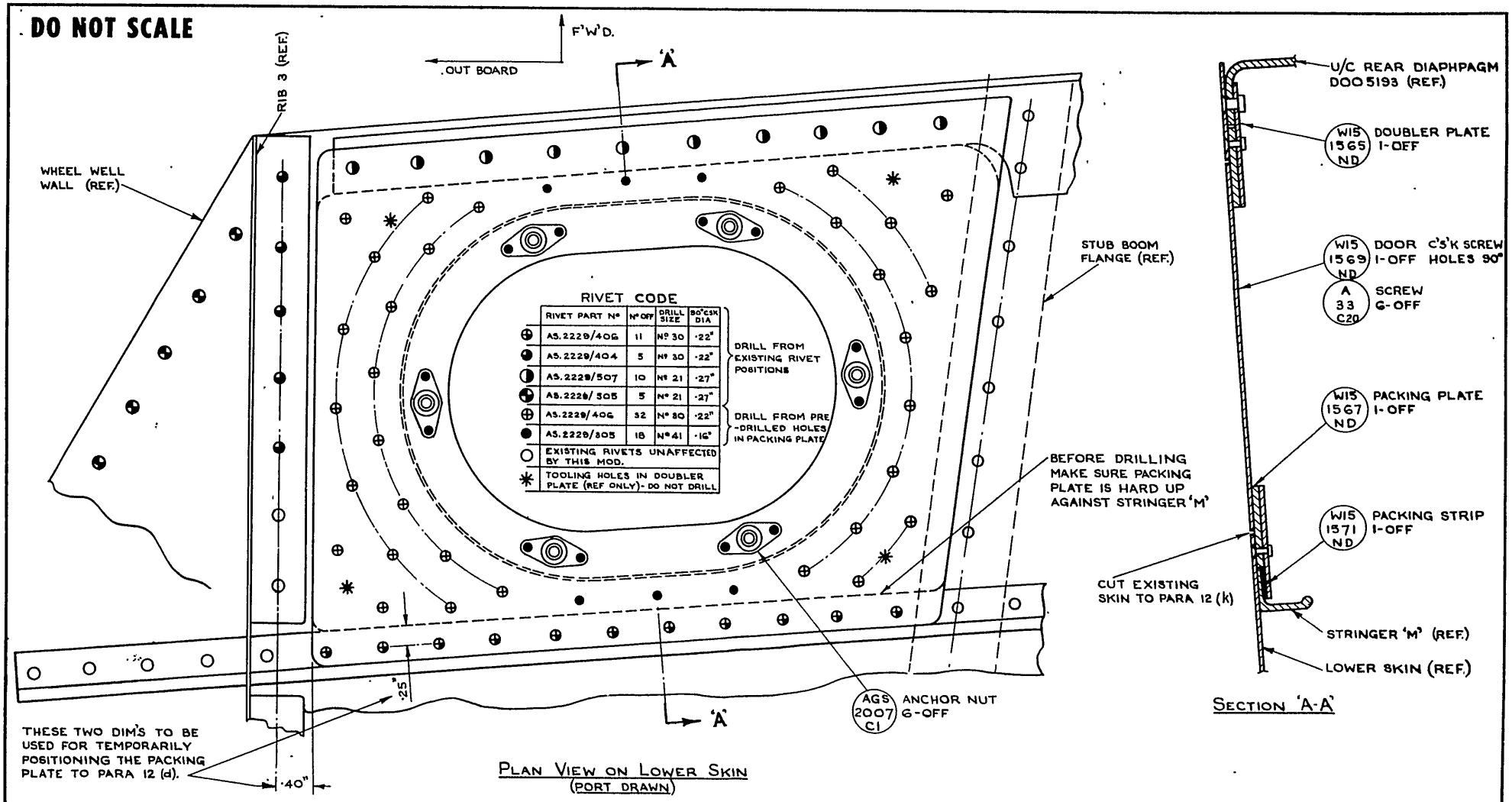
Item	Weight (lb) ±	Arm (in) ±	Moment (lb in) ±
Packing, doubler plates and door	1.3	+ 28.5	+ 37

References : No 1 AFTS Defect Report S/No 128/62 and File Headquarters Support Command 2501/110/4454

Attachment : Drawing No A14981

Date of Issue : 1st June 1964

DO NOT SCALE



PLAN VIEW ON LOWER SKIN
(PORT DRAWN)

SECTION 'A-A'

HAWKER DE HAVILLAND DRAWING Nº OOM1384 SHEET 1 OF 1 SHEET

ISSUE NO.	DATE	ALTERATION	D.I.L.	INITIALS	APPROVED
1					

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING	PORT & STARBOARD MAINPLANES INTRODUCTION OF AN ADDITIONAL ACCESS HOLE IN THE LOWER SURFACE

LIMITS UNLESS STATED		MATERIAL	
DECIMALS	± .010"	SPEC.	
FRACTIONS	± 1/32"	TREATMENT	
ANGLES	± ½°	FINISH	
SURFACE FINISH AUSTRALIAN STANDARD		SCALE	
		DRAWN	

COMPONENT OF	
MACHINE	VAMPIRE MK 35, 35A
ENGINE	
TECH. ORDER	VAMPIRE MOD Nº 384.

DRWG. A 14991 B

AAP 721.79, Vol 2, Pt 2 VAMPIRE MODIFICATION NO 386

Class: 2

INTRODUCTION OF SEPARATE FUSES TO SAFEGUARD EACH OF THE HE IGNITION UNITS INDIVIDUALLY

Introduction

1. (a) The Reason for the Modification

To enable relight in the event of a short circuit in any one of the two High Energy Ignition Units, this modification introduces separate fusing for each ignition unit.

(b) Description and Features by Which the Modification can be Recognised

The whole of the modification is embodied in Junction Box No 2 located on engine side of No 4 bulkhead. Additional fuses and wiring are installed in JB2 in accordance with the attached drawing.

(c) Relationship with Other Modifications

Not applicable.

(d) Reason of Classification

The classification is based on improved flying safety aspects.

(e) Effect on Servicing and/or Ground Handling

Not applicable.

(f) Effect on Aircraft Limitation

Not applicable.

(g) Effect on Aircrew Operation

Will enable the pilot to relight in the event of flameout should either one of the HE ignition fuses be rendered inoperative due to short circuit.

(h) Number of Parts Comprising the Order

One.

(Issued with A/L 278)

Application

2. All Vampire Mk 35 and Mk 35A aircraft.

Man-Hours and Trade Mustering Involved

3. Approximately 4 man-hours will be required to incorporate the modification. The trade mustering responsible is Electrical Fitter.

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable aircraft as soon as practicable but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

5. The modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for the servicing of Vampire aircraft.

Equivalent Modifications

6. Hawker De Havilland (Aust) Modification No V386.

Orders and Instructions Superseded or Cancelled

7. Not applicable.

Special Tools, Jigs, etc

8. 5120-318-9875, Crimping Tool Part No 47386 will be required.

Drawings

9. Drawing No A14931 attached.

Modification Parts List

10. The following items are required to complete one modification set:-

(Issued with A/L 278)

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	NIV	N15-1537A	Cable Assy	1	
2	(5920-014-4841(Z) (S/S By 5920-RAF-5CZ5216		Fuse Type "S" 10 Amp	4	C
3	5305-101-2356 or	A43B12	Screw Brass Cheese Hd	4	C
	5305-99-H28C2761	A31B12	Screw Steel Cheese Hd		
4	5310-941-6642	SP47B	Washer Spr St 4BA	4	C
5	(5940-259-7835 (S/S By 5940-329-5781	31885 31881	Terminal Lug	3	
6	I32A/94		Cord	A/R	C
7	K4/152		Beeswax	A/R	C

Supply

11. Modification sets are to be obtained as follows:-

Items 1 to 5: Demand on Modification Centre, Hawker De Havilland Australia Pty Ltd, Bankstown, NSW for Vampire Modification No 386.

Items 6 & 7: Draw from unit store.

Method and Sequence of Incorporation

12. (a) Isolate electrical power from the aircraft.

(b) Remove the forward top engine cowlings.

(c) Locate Junction Box No 2 situated on engine side of No 4 bulkhead, port upper position. Disconnect plugs from RP resistance and relay box. Remove junction box lid.

(Issued with A/L 278)

(d) Locate plugs "C14" and "C8A" on the box and observe that one cable coded "SA8" from pin "F" of plug "C8A" and two cables coded "SA8" from pins "P" and "K" of plug "C14" meet at a terminal block.

(e) Remove terminal block cover and disconnect the three cables. Replace terminal block cover.

(f) Using items 1, 2, 3, 4 and 5, fit fuses and modify the junction box wiring as shown in attached drawing. After re-routing the cable "SA8" from plug "C8A" to the new fuse position, secure with existing cables using item 6 treated with item 7.

(g) Refit the junction box lid and repart number the box "N15-155A-4". Reconnect plugs to RP relay and resistance box.

(h) Refit the engine cowls and reconnect batteries.

Items Removed

13. Not applicable.

Action on Items Removed

14. Not applicable.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. Not applicable.

Additional Information

17. Not applicable.

Tests

18. Functionally check the operation of both high energy ignition units.

(Issued with A/L 278)

Recording

19. Record incorporation of the modification as follows:-

(a) In the airframe log book.

(b) On Form E/E 78.

(c) Modification incorporation certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. Incorporation of this modification will have negligible effect on the weight and balance of an aircraft.

References: Files, Headquarters Support Command 2501/110/4384 and 2601/79/69-386

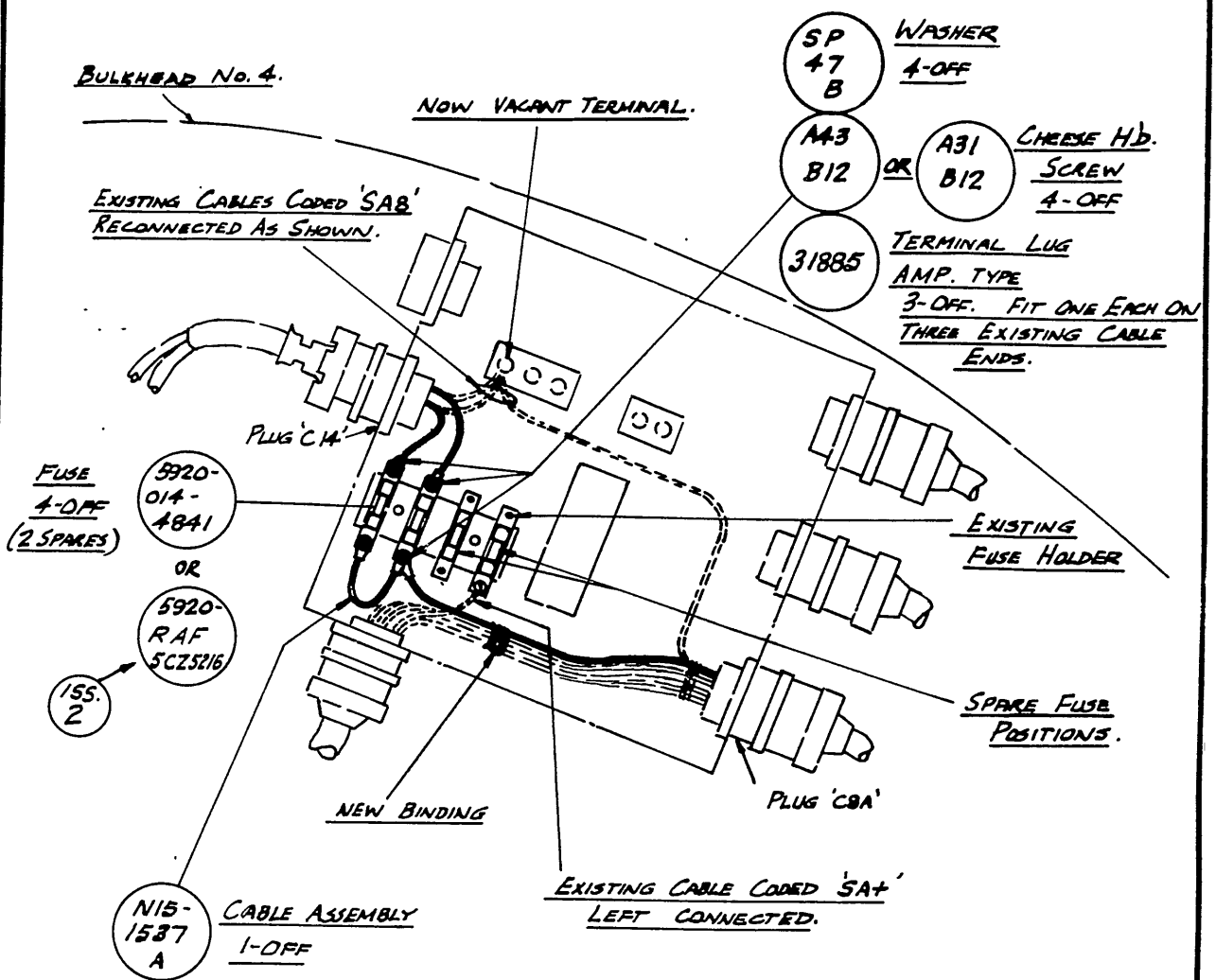
Attachment: Drawing No A14931

Date of Issue: 28th February 1964

(Issued with A/L 278)

DO NOT SCALE

ISSUE NO	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED
	4-6-63				
2	30-8-63	ISSUE 1 WAS 5920-940-2085		E.A.K.	



MODIFICATION TO JUNCTION BOX No. 2

AFTER MODIFICATION IS CARRIED OUT REPART NUMBER THE BOX TO N15-155A/4.

HAWKER DE HAVILLAND DRAWING No. OOM1386 SHEET 1 OF 1 SHEET.

REFERENCE				TITLE	
	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND			INTRODUCTION OF SEPARATE FUSES IN H.E. IGNITER CIRCUITS.	
LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	VAMPIRE MK.35, 35A.
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± 1/2°	FINISH		TECH. ORDER	VAMPIRE MOD. No. 386
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.CZI		SCALE		DRAWING NO.	A-14931
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

AAP 721.79, Vol 2, Pt 2

VAMPIRE MODIFICATION NO 388

Class: 2

INTRODUCTION OF A STRENGTHENED COLD AIR UNIT FILTER AND IMPROVED DIP STICK SEAL

Introduction

1. (a) The Reason for the Modification

This modification is introduced to prevent collapse of the cold air unit filter and to adequately seal the reservoir dip stick to prevent ingress of water.

(b) Description and Features by Which Modification can be Recognised

This modification introduces a coiled spring within the filter and a rubber "O" ring seal under the head of the dip stick.

(c) Relationship With Other Modifications

Nil.

(d) Reason for Classification

Classification based on safety aspect.

(e) Effect on Servicing and/or Ground Handling

Nil.

(f) Effect on Aircraft Limitation

Nil.

(g) Effect on Aircrew Operation

Nil.

(h) Number of Parts Comprising the Order

One.

Application

2. All Vampire Mks 35 and 35A aircraft.

(Issued with A/L 275)

Man-Hours and Trade Mustering Involved

3. Approximately 1 man-hour is required to incorporate the modification. The trade mustering responsible is airframe fitter.

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable Vampire aircraft as soon as practicable but not later than the next "D" servicing after modification sets become available.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. Hawker De Havilland Australia Pty Ltd Modification No V388.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, etc

8. Nil.

Drawings

9. Drawing No A14922 attached.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1		V15-313	Spring	1	C
2	5320 P/No AS2229-210	AS2229-210	Rivet Al Al Csk Head 90° 1/16" dia x 5/8" long	1	C
		or			
	NIV		1/16" dia bronze wire x 5/8" long	1	C

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
3	5330-582-2855	MS28775-113	Packing "O" ring hydraulic 9/16" ID 3/4" OD x .103" thick	1	C

Supply

11. Modification sets are to be obtained as follows:-

Items 1 - 3 - Demand on Modification Centre, Hawker De Havilland Australia Pty Ltd for Vampire Modification No 388.

Method and Sequence of Incorporation

12. (a) Locate and remove the dip stick and the filter for the cold air unit oil reservoir on top of the port mainplane.

(b) Modify the filter to sheet 1 of the drawing and repart number from 12V667A to V15-315A.

Note: If the filter is either too badly damaged or too small in internal diameter to permit fitment of the spring, the filter is to be discarded and a new filter (Ident No A79/503514 - Pre Mod V388 or Ident No A79/504571 - Post Mod V388) obtained from stores.

If the Post Mod filter is obtained from stores, this sub paragraph (12B) is to be considered completed and items 1 and 2 are to be discarded.

Items Removed

13. Not applicable.

Action on Items Removed

14. Not applicable.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. (a) The following spares are affected and are to be modified at the direction of Headquarters Support Command:-

Ident No	Part No	Nomenclature	Remarks
A79/503514	12V667A	Filter, CAC Oil Tank	Rework to para 12(b). Re-identify as Part No V15-315A and Ident No A79/504571.
A79/504577	W15-1041A/12	Plane, Main, Port (Mk 35)	Rework to para 12(a), (b) and (c). Re-identify as Part No W15-1041/13 and Ident No A79/504580.
A79/504575	W15-1407A/12	Plane, Main, Port (Mk 35A)	Rework to para 12(a), (b) and (c). Re-identify as Part No W15-1407A/13 and Ident No A79/504581.

(b) A partial modification set will comprise:-

For Spare 12V667A

Items Numbers 1 (1 off), 2 (1 off).
Set to be obtained on demand on Modification Centre, Hawker De Havilland Australia Pty Ltd, Bankstown, for Spares/Mod 388/A79-503514.

For Spare W15-1041A/12 and W15-1407A/12

A complete aircraft modification set.
Set to be obtained on demand on Modification Centre, Hawker De Havilland Australia Pty Ltd, Bankstown, for Vampire Modification No 388.

(c) Unit Maintenance Spares of these items are to be modified before fitment by the user unit.

(d) HQSC is responsible that stores depot stock holdings of the above items are modified.

(Issued with A/L 275)

Additional Information

17. Nil.

Tests

18. Nil.

Recording

19. Record incorporation of this modification as follows:-

(a) In Airframe Log Book.

(b) On Form E/E 78.

(c) Modification incorporation certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

Reference: File, Headquarters Support Command 2501/110/4371

Attachment: Drawing No A14922

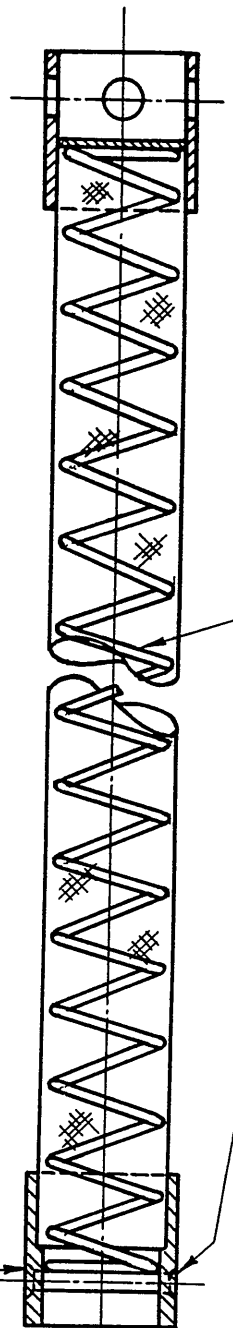
Date of Issue: 10th February 1964

(Issued with A/L 275)

DO NOT SCALE

ISSUE NO.	DATE	ALTERATION	B. I. L.	INITIALS	APPROV

REPART No. THE FILTER ASSY FROM 12V-667A TO V15-315A



REMOVE THE EXISTING PIN – FIT

V15 313 SPRING 1-OFF

AND REPLACE THE PIN WITH

AS 2042 240 RIVET 1-OFF

OR

$\frac{1}{16}$" DIA. BRONZE ROD X $\frac{5}{8}$" LONG. SOFT SOLDER AT EACH END.

TOP OF FILTER

VIEW ON FILTER ASS'Y

HAWKER DE HAVILLAND DRAWING No. OOM1388

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING	INTRODUCTION OF A STRENGTHENED COLD AIR UNIT FILTER & IMPROVED DIP STICK SEAL

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	VAMPIRE MK 35, 35A
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD Nº 388
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.CZI.		SCALE		DRAWING NO.	A14922
		DRAWN	APPROVED		DRWG. A SIZE
		TRACED	CHECKED		

AAP 721.79 VOL 2 PART 2 VAMPIRE MODIFICATION NO 389

Class: 2

PROVISION OF LOCKING PLATE FOR NON-RETURN VALVE LOCATING BOLTS

Introduction

1. (a) The Reason for the Modification

This modification is introduced to facilitate the inspection of NRV A79-502987 as required by Vampire STI 95. It obviates the necessity of removal of Vampire Mod 369 at each "D" Inspection to allow access to nuts and washers retaining the NRV to bulkhead 2.

(b) Description and Features by Which the Modification can be Recognised

Modification can be recognised by two semi-circular plates with four bolts attached to each on rear face of bulkhead 2. Nuts are accessible from cockpit.

(c) Relationship with Other Modifications

Nil.

(d) Reason of Classification

Increased maintenance efficiency.

(e) Effect on Servicing and/or Ground Handling

Decreased man-hours and improved servicing facilities.

(f) Effect on Aircraft Limitation

Nil.

(g) Effect on Aircrew Operation

Nil.

(h) Number of Parts Comprising the Order

One.

Application

2. All Vampire Mk 35 aircraft.

(Issued with A/L 273)

Man-Hours and Trade Mustering Involved

3. Approximately 4 man-hours are required to incorporate the modification. The mustering responsible is airframe fitter.

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable Vampire aircraft ~~as~~ MK 35A AIRCRAFT as soon as practicable but not later than the next "D" Servicing after modification sets are available, or when the NRV is inspected as required by STI Vampire/95. A/L 297

Responsibility for Incorporation

5. The modification to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. Nil.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, etc

8. Nil.

Drawings

9. Drawing No A14911 attached.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	I1/823		Mild Steel 18 SWG Sheet	A/R	C
2	NI	V15-317A	Locking Plate	2	C

(Issued with A/L 273)

Supply

11. Modification sets are to be obtained as follows:-

Item 1: Draw from unit store.
Item 2: Manufacture from item 1.

Method and Sequence of Incorporation

12. (a) Manufacture as per Drawing No A14911 the locking plate, which is made in two halves. Prime and paint light grey.

(b) Open starboard ammunition door and remove Vampire Mod 369.

(c) Remove retaining clips from generator loom to allow access to cold air unit NRV.

(d) With starboard ejection seat removed locate NRV on starboard side bulkhead No 2.

(e) Remove 8 off 2BA bolts, nuts, plain washers and shrinkage washers, retaining all except shrinkage washers for further use.

(f) Insert locking plates from ammunition bay.

(g) After inspection of valve in accordance with STI Vampire/95, refit adaptor and secure with nuts and washers retained in sequence (e).

(h) Replace Vampire Mod 369.

Items Removed

13. The following item is removed on incorporation of the modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
3			Washers Shrinkage 2BA	16	C

(Issued with A/L 273)

Action on Items Removed

14. The removed item listed in paragraph 13 has no further application, and is to be actioned as follows:-

Discard.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. Not applicable.

Additional Information

17. Nil.

Tests

18. Carry out a pressurisation test as laid down in AAP 721.79 Vol 1 Mk 35 and 35A.

Recording

19. Record incorporation of the modification as follows:-

(a) In the airframe log book.

(b) On the Form E/E 78.

(c) Modification incorporation certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

Reference: File, Headquarters Support Command 2501/110/4417

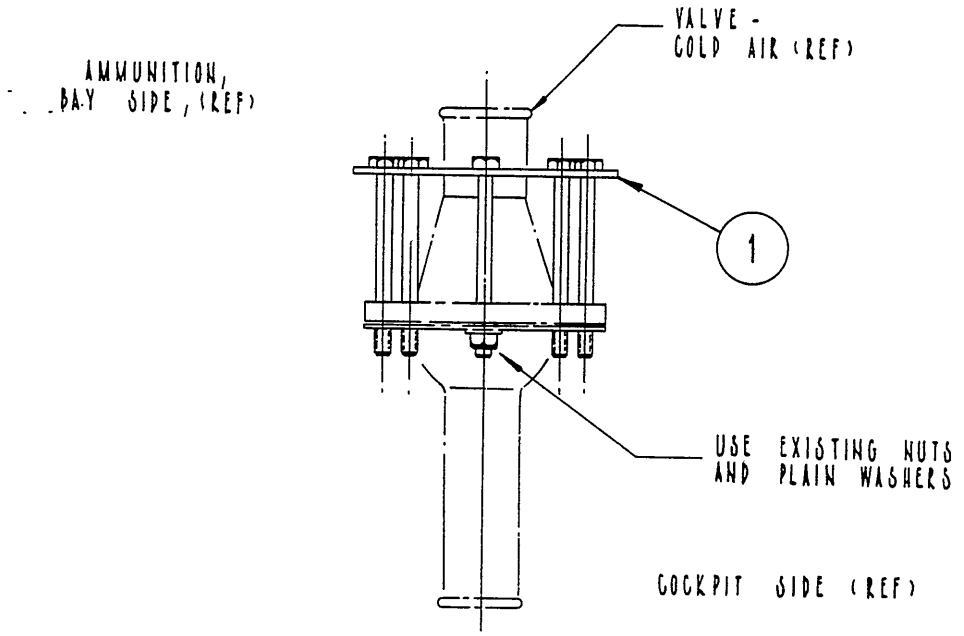
Attachment: Drawing No A14911

Date of Issue: 10th December 1963

(Issued with A/L 273)

DO NOT SCALE

ISSUE NO	DATE	ALTERATION	D. L	INITIALS	APPROVED
1	18.6.63				



ITEM	PART Nº	IDENT Nº	DESCRIPTION	Nº OFF
1	A 14911-1		LOCKING NUT	1

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND	LOCKING PLATE - NON-RETURN VALVE LOCATING BOLTS

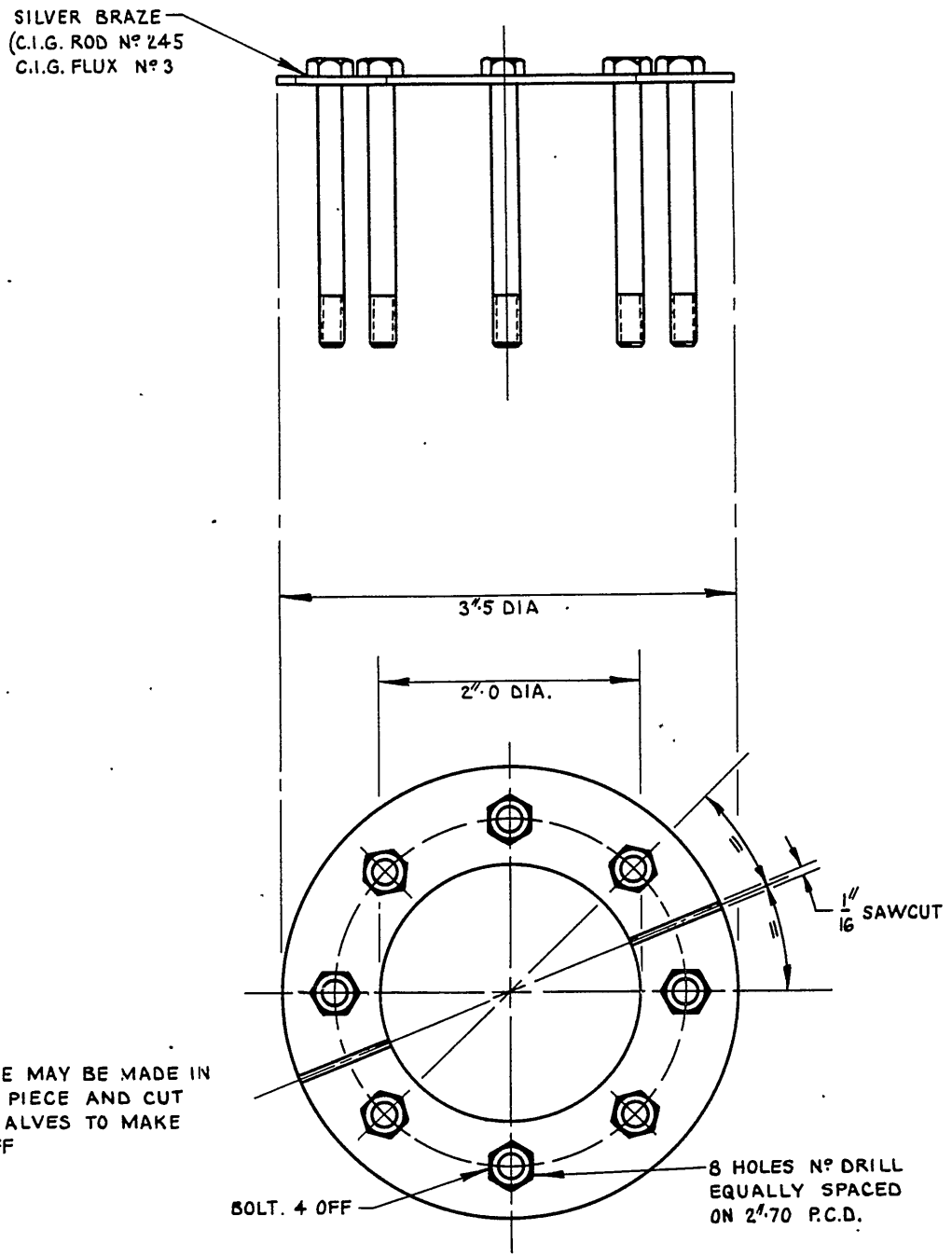
LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	CABIN AIR SYSTEM
DECIMALS	± .010"	SPEC.		MACHINE	VAMPIRE
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD Nº 389
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.CZI		SCALE	½" = 1"	DRAWING NO.	A 14911
		DRAWN	MCINTYRE	APPROVED	DRWG. A SIZE
		TRACED	LHL	CHECKED	

SECURITY CLASSIFICATION

DO NOT SCALE **THIRD ANGLE PROJECTION**

DRAWING NUMBER A14911-1

ISSUE	DATE	ALTERATION	INITIALS	APPROVED
1	16-4-64	—	—	—



NOTE:
PLATE MAY BE MADE IN ONE PIECE AND CUT IN HALVES TO MAKE 2 OFF

ITEM	PART	IDENT	DESCRIPTION	QTY REQ	ZONE

DEPARTMENT OF AIR
ISSUED BY
SENIOR TECHNICAL STAFF OFFICER
SUPPORT COMMAND

DRAWN	CHECKED J. Whittaker
TRACED M.I.F.	APPROVED Ken Rockliff
LIMITS UNLESS STATED DECIMALS ± ·010" FRACTIONS ± 1/32" ANGLES ± 0°30'	TREATMENT
MATERIAL 18 S.W.G. STEEL PLATE	SPECIFICATION DTD 124 A D2 QQ-S-685

REFERENCE
1 DIM'S IN
2 DEF (AUST) – 85
3 DEF (AUST) – 46
4
5

FINISH
CADMIUM PLATE

MODIFICATION VAMPIRE MOD. Nº 389

EFFECTIVE ON VAMPIRE

COMPONENT OF
CABIN AIR SYSTEM

TITLE
LOCKING PLATE

SCALE	NEXT ASSEMBLY	DRAWING NUMBER	SIZE
1/1	A-14911	A-14911-1	A

AUXILIARY FUEL PRESSURISATION SYSTEM INTRODUCTION OF SEALED BLANKING CAP

Introduction

1. (a) The Reason for the Modification

In aircraft not fitted with drop tanks, the drop tank air pressure line in the wing is not completely blanked off, air being allowed to escape through a 1/16" diameter bleed hole in the blanking cap. This allows continuous operation of the pressure reducing valve, and has been found in practice to cause excessive wear. This modification will prevent operation of the pressure reducing valve whenever the drop tanks are not fitted.

(b) Description and Features by which the Modification can be Recognised

The two existing blanking nuts, Part No P00884 which are fitted, one underneath each wing, are replaced by two new blanking nuts, Part No P15-619. The new nuts have no vent holes and the hex head is now flat in lieu of spherical.

(c) Relationship with other Modifications

Vampire Modification No 116 (Hawker de Havilland Mod No V171) must be incorporated prior to or concurrently with this modification.

(d) Reason of Classification

To obviate wear on pressure reducing valve.

(e) Effect on Servicing and/or Ground Handling

Nil.

(f) Effect on Aircraft Limitation

Nil.

(Issued with A/L 288)

(g) Effect on Aircrew Operation

Nil.

(h) Number of Parts Comprising the Order

One (1).

Application

2. Vampire Mk 35A - All aircraft not fitted with drop tanks.
Vampire Mk 35 - All aircraft not fitted with drop tanks.

Man-Hours and Trade Musterings Involved

3. Approximately .5 man-hours are required to incorporate this modification. The trade mustering responsible is the airframe fitter.

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable Vampire aircraft as soon as practicable, but not later than the next servicing after modification sets are available.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots, and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. Hawker de Havilland (Aust) Modification V390.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, etc

8. Nil.

Drawings

9. Nil.

(Issued with A/L 288)

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	A79/504579	P15-619	Nut, Blanking, Drop Tank Junction Block, Fuel Pressurising	2	C
2	I1/9715		Wire, Locking, 22 swg DTD 189	A/R	C

Supply

11. Modification sets are to be obtained as follows:-

Item 1 - Demand on Modification Centre, Hawker de Havilland Australia Pty Ltd, BANKSTOWN, NSW for Vampire Modification No 390.

Item 2 - Draw from unit stores.

Method and Sequence of Incorporation

12. The airframe fitter is responsible for the complete paragraph:-

(a) Locate the two existing hexagon head blanking nuts (Part No P00884, Ident No A79/501521) which are situated, one underneath each wing, just outboard of the wheel well and are used to blank the tapped hole from the drop tank air supply.

(b) Replace them with the two new blanking nuts, item 1, ensuring that the existing sealing washer (Part No OOP43, Ident No A79/501519) is replaced under the head of the new blanking nut.

(c) Wire lock the new blanking nuts.

(Issued with A/L 288)

Items Removed

13. The following item is removed on incorporation of the modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
3	A79/501521	P00 884	Nut, Blanking, Drop Tank Junction Block, Fuel Pressurising.	2	

Action on Items Removed

14. The removed item listed above has no further application to this use and is to be actioned as follows:-

Item 3 - To be discarded.

Action on Stock Holdings of Removed Items

15. Item 3 - To be discarded.

Modification of Spares

16. (a) The following spares are affected and are to be modified at the direction of Headquarters Support Command.

Ident No	Part No	Nomenclature	Remarks
A79/504550	W15/1041A/11	Plane, Main, Port (Mk 35)	Rework by replacing 1 off only blanking nut to paras 12(a), (b) and (c). Re-identify as Part No W15-1041A/12 and Ident No A79/504577.
A79/504551	W15-1043A/12	Plane, Main, St'bd (Mk 35)	Rework by replacing 1 off only blanking nut to paras 12(a), (b) and (c). Re-identify as Part No W15-1043A/13 and Ident No A79/504578.

(Issued with A/L 288)

Ident No	Part No	Nomenclature	Remarks
A79/504548	W15-1407A/11	Plane, Main, Port (Mk 35A)	Rework by replacing 1 off only blanking nut to paras 12(a), (b) and (c). Re-identify as Part No W15-1407A/12 and Ident No A79/504575.
A79/504549	W15-1409A/12	Plane, Main, St'bd (Mk 35A)	Rework by replacing 1 off only blanking nut to paras 12(a), (b) and (c). Re-identify as Part No W15-1409A/13 and Ident No A79/504576.

(b) A partial modification set for each of the above spares will comprise - Item 1 (1 off), Item 2 (A/R).

Item 1 - Set to be obtained by demand on modification centre, Hawker de Havilland Pty Ltd, BANKSTOWN for spares Mod V390/A79-504548-9-50-51.

Item 2 - To be drawn from unit stores.

(c) HQSUPCOM is responsible that stores depot stock holdings of the above items are modified.

Additional Information

17. Not applicable.

Tests

18. Not applicable.

Recording

19. Record incorporation of this modification as follows:-

(a) In aircraft log book.

(b) On form E/E 78.

(c) Modification incorporation certificates are to be completed and forwarded by units and aircraft depots in accordance with ABO E 12/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

Reference: File, Headquarters Support Command, 2501/110/4372

Date of Issue: 26th October 1964

(Issued with A/L 288)

AAP 721.79, Vol 2, Pt 2

VAMPIRE MODIFICATION NO 391

Class: 2

MAIN UNDERCARRIAGE - TO INTRODUCE FLEXIBLE CONDUIT IN THE DOOR LOCK MECHANISM

Introduction

1. (a) The Reason for the Modification

There have been numerous defect reports on the failure of existing teleflex cable, and part of the reason for these failures is thought to be that the existing solid teleflex conduits are partially preventing the teleflex wrap box from moving fore and aft with the radius rod.

(b) Description and Features by which the Modification can be Recognised

This modification introduces a short section of flexible outer conduit for the teleflex cable from the inboard side of the wheel well to the radius rod.

(c) Relationship with other Modifications

It is necessary to obtain access inside the compartment behind the rear undercarriage diaphragm.

This can be achieved by any one of the following three methods, whichever is most convenient:-

(i) Incorporation of Vampire Modification No 384 - "Introduction of Access Hole on Lower Surface of Mainplanes, to Provide Access to Rear Undercarriage Pick-Up Bolts.

(ii) Removal of both undercarriage legs complete with hydraulic lines.

(iii) Removal of both wing tanks No 1 with associated tank screens.

It is recommended that the following modifications are embodied concurrently with this order.

Mod 396 - Main Undercarriage Radius Rod Assembly - Introduction of an Improved Type Bearing Bush.

Mod 392 - Main Undercarriage Radius Rod - Introduction of an Additional Grease Nipple.

(Issued with A/L 291)

Mod 377 - Main Undercarriage Compression Legs - To Introduce Steel Dowels and Locking Pins to Positively Locate the Retraction Jack Lever.

(d) Reason of Classification

To reduce the possibility of a wheels-up landing caused by fracture of the inner teleflex cable.

(e) Effect on Servicing and/or Ground Handling

Nil.

(f) Effect on Aircraft Limitation

Nil.

(g) Effect on Aircrew Operation

Nil.

(h) Number of Parts Comprising the Order

One.

Application

2. Vampire Mk 35A - All aircraft.

Vampire Mk 35 - All aircraft except A79-619 which was partly modified as a trial installation.

Man-Hours and Trade Mustering Involved

3. Approximately 48 man-hours are required to incorporate the modification. The trade mustering responsible is airframe fitter.

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable Vampire aircraft as soon as practicable but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. Hawker De Havilland Australia Modification V391.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, Etc

8. Nil.

Drawings

9. Drawing No A15197 attached.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1		U15-127A	Flexible Teleflex Conduit Forward	2	
2		U15-129A	Flexible Teleflex Conduit Aft	2	
3		U15-133AND	Teleflex Conduit Assembly, Aft, Port	1	
4		U15-134AND	Teleflex Conduit Assembly, Aft Stbd	1	
5		U15-135AND	Teleflex Conduit Assembly, Forward, Port	1	
6		U15-136AND	Teleflex Conduit Assembly, Forward, Stbd	1	
7	5305-RAF28D12533	A25/5C	Bolt, HTS, Hex Hd, 2BA x .85" long	2	
8	5305-RAF28D12538	A25/15C	Bolt, HTS, Hex Hd, 2BA x 1.85" long	8	
9	5310-941-9402	SP-13C	Washer, MS, Plain 18 SWG x .202 ID	4	
10	5340-RAF27K504	DS47/2	Lock Springs, Teleflex	4	

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
11	I9715		Wire, Locking, 22 SWG DTD 189	A/R	
12	8010-018-5060		Primer, Zinc Chromate to Spec RAAF 2K7	A/R	C
13	K3/487		Finish Cellulose Ester Lubricant Resistant Aluminium Brolite ELR9372	A/R	C
14	9150-013-6094	GS10	Grease, Aircraft and Instrument	A/R	C

Supply

11. Modification sets are to be obtained as follows:-

Items 1-10 - Demand on Modification Centre, Hawker De Havilland Australia Pty Ltd, BANKSTOWN, NSW, for Vampire Modification No 391.

For A79-619 Aircraft Only

Items 1 and 2; one off each and item 10, two off - Demand on Modification Centre, Hawker De Havilland Australia Pty Ltd, BANKSTOWN, NSW, for Vampire Modification No 391/A79-619.

Items 11-14 - Draw from Unit stores.

Method and Sequence of Incorporation

12. Note: For A79-619 aircraft only, see paragraph 17.

(a) Jack up the aircraft and fit the main undercarriage ground locks in accordance with current authorised procedure.

(b) Remove and discard all the existing teleflex outer conduits, items 15 to 23 inclusive.

(c) The following operations apply to both port and starboard wing.

(d) Refer to drawing and remove the two existing clamp blocks, P/No 00G67A, from their positions at "C" and "D". Discard the packing G001783 under the forward clamp block, and the four clamp block attachment bolts A1/13C, A1/14C and A1/11C (2 off). Retain the four nuts AGS-2001/C1 and washers SP-13C.

(e) Extend the existing cut-outs in the wheel well wall as shown on details "A" and "B" on the drawing. Extend the existing hole through rib 3 as shown on the drawing, and ensure that the new edges of the hole are well radiused. Restore reworked areas with paint, items 12 and 13.

(f) Modify one of the clamp blocks 00G67A by elongating the aft hole by 0.05" as shown on the drawing. Re-part number the clamp block U15-131A.

(g) Remove and discard the two existing hex head bolts A1/6C from the holes coded ⊕ on the drawing, retain the nuts and washers. Remove and retain the bolt A1/5C and nut from the hole coded ▲ on the drawing.

(h) Fit the clamp blocks 00G67A and U15-131A in their new locations using four new bolts A25/15C and stiffnuts and washers retained from operation (d).

(j) Plug the two holes at "C" with one new bolt A25/5C, one bolt A1/5C retained from operation (g), two new washers SP-13/C and two stiffnuts AGS-2001/C1 retained from operation (g). Leave the holes at "D" redundant.

(k) Assemble the new flexible conduits U15-127A and U15-129A, ensuring that the upper end is pushed fully home in the teleflex wrap box (ie past the inspection hole).

(l) Assemble the new solid conduits U15-133AND and U15-135AND (port), and U15-134AND and U15-136AND (starboard). On assembly trim the 0.5" allowance (red painted) to obtain the 5.25" dimension as called for in AAP 721.79, Vol 2, Pt 1, Vampire Instruction No 11. Wirelock the connecting nuts A-821.

(m) Readjust the teleflex mechanism in accordance with Vampire Instruction No 11 using new lock springs (DS47/2 - 2 off).

(Issued with A/L 291)

Items Removed

13. The following items are removed on incorporation of the modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
15		00G73ND	Teleflex Conduit, Forward Outer, Port	1	
16		00G74ND	Teleflex Conduit, Forward Outer, Starboard	1	
17		00G71ND	Teleflex Conduit, Aft, Outer, Port	1	
18		00G72ND	Teleflex Conduit, Aft, Outer, Starboard	1	
19		A-821	Conduit Connector	4	
20		00G85AND	Teleflex Conduit Assy, Aft, Inner, Port	1	
21		00G86AND	Teleflex Conduit Assy, Aft, Inner, Starboard	1	
22		00G87AND	Teleflex Conduit Assy, Forward, Inner, Port	1	
23		00G88AND	Teleflex Conduit Assy, Forward, Inner, Starboard	1	
24		G001783	Packing	1	

Action on Items Removed

14. The removed items listed above have no further application to this use and are to be actioned as follows:-

Items 15-24 - To be discarded.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. (a) The following spares are affected and are to be modified at the direction of Headquarters Support Command:-

	Ident No	Part No	Nomenclature	Remarks
(i)	A79/504635	W15-1041A/14	Mainplane, Port, Mk 35, (C/w Controls, Fuel Lines, Piping, Electrical Services and Undercarriage)	Rework to paras 12(b) to (j) inclusive. If Mods 392, 394, 396 also embodied, re-identify as P/No W15-1041A/15 and Ident No A79/504643. If not, stamp V391 on wing modification plate.
(ii)	A79/504636	W15-1043A/14	Mainplane, Stbd, Mk 35, (C/w Controls, Fuel Lines, Piping, Electrical Services and Undercarriage)	Rework to paras 12(b) to (j) inclusive. If Mods 392, 394, 396 also embodied, re-identify as P/No W15-1043A/15 and Ident No A79/504644. If not, stamp V391 on wing modification plate.
(iii)	A79/504637	W15-1407A/14	Mainplane, Port, Mk 35A, (C/w Controls, Fuel Lines, Piping, Electrical Services and Undercarriage)	Rework to paras 12(b) to (j) inclusive. If Mods 392, 394, 396 also embodied, re-identify as P/No W15-1407A/15 and Ident No A79/504645. If not, stamp V391 on wing modification plate.
(iv)	A79/504638	W15-1409A/14	Mainplane, Stbd, Mk 35A (C/w Controls, Fuel Lines, Piping, Electrical Services and Undercarriage)	Rework to paras 12(b) to (j) inclusive. If Mods 392, 394, 396 also embodied, re-identify as P/No W15-1409A/15 and Ident No A79/504646. If not, stamp V391 on wing modification plate.

(b) A partial modification set will comprise:-

For Spares (i) and (iii) - item 1 (1 off), item 2 (1 off), item 3 (1 off), item 5 (1 off), item 7 (1 off), item 8 (4 off), item 9 (2 off), item 10 (2 off), item 11 (A/R), Item 12 (A/R),

item 13 (A/R, item 14 (A/R).

Items 1, 2, 3, 5, 7, 8, 9, 10 - Demand on Modification Centre, Hawker De Havilland Australia Pty Ltd, BANKSTOWN, NSW, for Spares Modification 391/A79-504635-7.

Items 11 to 14 - Draw from Unit stores.

For Spares (ii) and (iv) - item 1 (1 off), item 2 (1 off), item 4 (1 off), item 6 (1 off), item 7 (1 off), item 8 (1 off), item 9 (2 off), item 10 (2 off), item 11 (A/R), item 12 (A/R), item 13 (A/R), item 14 (A/R),

Items 1, 2, 4, 6, 7, 8, 9, 10 - Demand on Modification Centre, Hawker De Havilland Australia Pty Ltd, BANKSTOWN, NSW, for Spares Modification 391/A79-504636-8.

Additional Information

17. To complete the modification on the starboard wing of aircraft A79-619, replace the existing temporary metal conduits at the teleflex wrap box with the new flexible conduits in accordance with the requirements as applicable in paragraph 12.

Tests

18. Undercarriage retraction tests are to be carried out to ensure correct replacement and operation.

Recording

19. Record incorporation of the modification as follows:-

(a) In aircraft log book.

(b) On Form E/E 78 (Modification Progress Chart).

(c) On the wing modification plate.

(d) Modification incorporation certificates are to be completed and forwarded by units and aircraft depots in accordance with ABO E 12/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

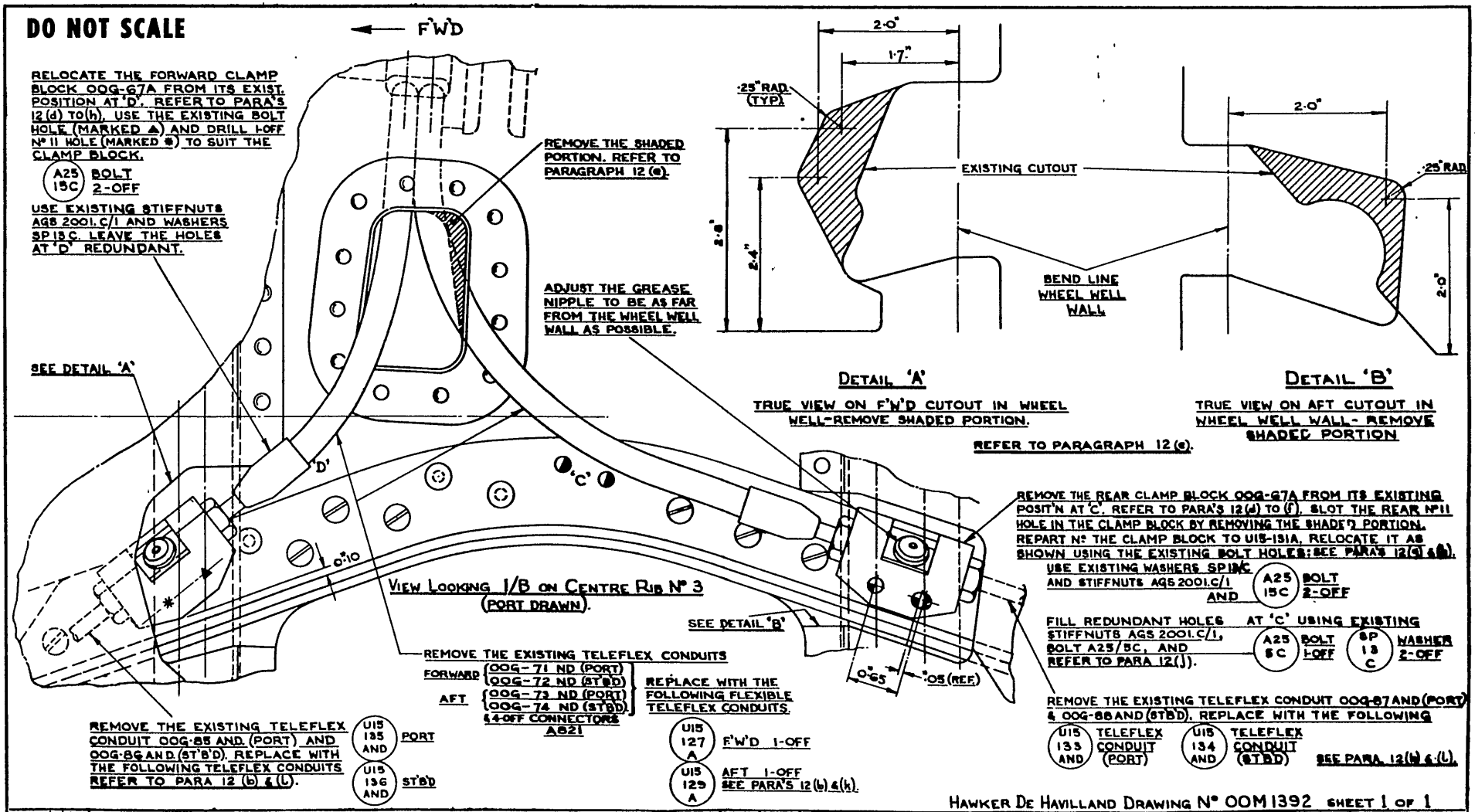
Reference: File, Headquarters Support Command, 2501/110/4707

Attachment: Drawing No A15197

Date of Issue: 11th January 1965

(Issued with A/L 291)

DO NOT SCALE



HAWKER DE HAVILLAND DRAWING Nº OOM 1392 SHEET 1 OF 1

ISSUE NO.	DATE	ALTERATION	B.T.L.	INITIALS	APPROVED

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR — DIRECTOR GENERAL OF ENGINEERING	INSTALLATION OF FLEXIBLE TELEFLEX CONDUITS IN MAIN U/C DOOR LOCK MECHANISM.

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	VAMPIRE MK 35 & 35A
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± 1°	FINISH		TECH. ORDER	VAMPIRE MOD. Nº 391
SURFACE FINISH AUSTRALIAN STANDARD ENG. DEVPL. PRACTICE A.S.C.I.		SCALE		DRAWING NO.	A 15197
		DRAWN	APPROVED		DRWG. B SIZE
		TRACED	CHECKED		

AAP 721.79, Vol 2, Pt 2

VAMPIRE MODIFICATION NO 392

Class: 2

MAIN UNDERCARRIAGE RADIUS ROD - INTRODUCTION OF ADDITIONAL GREASE NIPPLE

Introduction

1. (a) The Reason for the Modification

The grease from the existing nipple is not penetrating to all sets of needle bearings on the radius rod.

(b) Description and Features by which the Modification can be Recognised

This modification introduces a grease nipple on the jack operating sleeve on the main undercarriage radius rod.

(c) Relationship with other Modifications

This modification is to be incorporated concurrently with Modification 396 "Introduction of an Improved Type Bearing Bush in the Main Undercarriage Radius Rod Assembly".

It is also recommended that the following modifications are embodied concurrently with this order:-

Modification 377 - Main Undercarriage Compression Legs - To introduce steel dowels and locking pins to positively locate the retraction jack lever.

Modification 391 - Main Undercarriage - To introduce flexible teleflex conduits in the door lock mechanism.

(d) Reason of Classification

To prevent rust and excessive wear in the jack operating sleeve needle races.

(e) Effect on Servicing and/or Ground Handling

Molybond GS10 grease is to be used in the new grease nipple at servicing periods specified for the other grease nipples in the main undercarriage.

(Issued with A/L 303)

(f) Effect on Aircraft Limitation

Nil.

(g) Effect on Aircrew Operation

Nil.

(h) Number of Parts Comprising the Order

One.

Application

2. All Vampire Mk 35 and 35A aircraft.

Man-Hours and Trade Mustering Involved

3. Approximately 76 man-hours are required to incorporate the modification. The trade mustering responsible is the airframe fitter.

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable Vampire aircraft as soon as practicable but not later than the next "D" Servicing after modification sets are available.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. Hawker de Havilland, Australia, Modification V392.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, Etc

8. One drill jig, shown on Drawing ~~D15426~~ A15167 attached, is required, A/L 309 it is to be manufactured by the unit incorporating the modification.

Drawings

9. Drawing Nos A15167 ~~[illegible] attached~~.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1		NA5700-1	Nipple, Lubricating	2	
2	A79/503632	00G59	Lock Plate	4	C
3	A79/500771	G001014	Nut $\frac{1}{4}$" BSF Special	2	C
4	5340-RAF27K504	DS47/2	Lock Spring, Teleflex	4	
5	5315-234-1856	SP9/C8	Split Pin, Ni Al	6	
6	5306-100-8145	A25/6E	Bolt, HTS Hex Head $\frac{1}{4}$" BSF x 1.1" long	2	
7	8030-816-1945		Loctite, Grade C (4-1) (Colour Code - Blue)	A/R	C
8	I1/9715		Lockwire	A/R	
9	K5/254		Trichlorethylene	A/R	C
10	9150-013-6094		Molybond Grease GS10	A/R	C
11	H28/12533 or 5305RAF28D12533	A25/5C	Bolt, HTS, Hex Head 2BA x 0.9" long	4	
12	H28C/12252 or 5310-941-9402	SP13/C	Washer, MS, Plain 18 SWG	4	
13	H28/27025 or 5310-PN-2002C1	AGS2002/C1	Nut, Steel, Mild, Hex, Nyloc Insert 2BA	4	

Supply

11. Modification sets are to be obtained as follows:-

Items 1-6 - Demand on Modification Centre, Hawker de Havilland Australia Pty Ltd BANKSTOWN NSW for Vampire Modification No 392.

Items 7-13 - Draw from unit stores.

Method and Sequence of Incorporation

12. (a) Jack up the aircraft and remove the port and starboard radius rod assemblies in accordance with current authorised procedure.

(b) The following operations apply to both port and starboard radius rod assemblies and they are to be carried out on a clean work bench to avoid damage to, or loss of, the 168 needle rollers in the bearings.

(c) Refer to the attached drawing and remove the spring G00342 and the roller G0071 with its attaching bolt, special nut, and split pin. Retain all the above items for reassembly except the split pin.

(d) Remove the front end fitting G001939 (port) or G001940 (starboard) with its attaching bolt A25/6E and special nut G001014. Discard the bolt and special nut, and retain the end fitting for reassembly.

(e) Withdraw the hinge pin G001009 or G001989 and the rear end fitting G001937, being careful not to lose any of the needle rollers. Retain all items for reassembly.

(f) Working now on the latch plate assembly G001086A/41 (port) and G001085A/41 (starboard), with the aid of the drill jig, drill a No 5 diameter hole for the grease nipple as shown on "Section AA" of the drawing.

(g) Tap the hole $\frac{1}{4}$" BSF, and fit the grease nipple (NA5700-1).

(h) Drill out the two 5/32" diameter rivets shown on the drawing. Open out both holes with No 13 (.185" dia) drill. Fit item 11 bolts, washers and stiffnuts as called for on the drawing. Trim the bolts as necessary.

Note: The two rivets may previously have been replaced with 4BA bolts, in which case these are to be removed and replaced with 2BA bolts as called for above.

(j) Carry out Modification V396 and re-part number the port jack operating sleeve from U15-123A to U15-125A and the starboard jack operating sleeve from U15-123A to U15-126A.

(k) Re-part number the port latch plate assembly from G001086A to G001086A/41 and the starboard latch plate assembly from G001085A to G001085A/41.

(l) Re-part number the port radius rod assembly from G001094A/41 to G001094A/42 and the starboard radius rod assembly from G001095A/41 to G001095A/42.

(m) Remove and clean the four needle housings G0072 using trichlorethylene (item 9). Also clean the bores of the latch plate assemblies G001085-6A and the upper link assemblies G001001-2A from which the needle housings are removed.

(n) Reassemble the needle race housings G0072 using Loctite, grade C(4-1), colour code - blue (item 7). Clean off excess Loctite with trichlorethylene (item 9).

(o) Reassemble the radius rod assembly as shown on the drawing using a new bolt (A25/6E), special nut (G001014) and split pin (SP9/C8).

(p) Replace the radius rod in the aircraft using new lock plates (00G59 - 2 off) and split pins (SP9/C8).

(q) Adjust the teleflex door lock mechanism in accordance with Vampire Instruction No 11 using new lock springs (DS47/2 - 2 off).

Items Removed

13. Not applicable.

Action on Items Removed

14. Not applicable.

Action on Stock Holdings of Removed Items

15. Nil.

Modification of Spares

16. The following spares are affected and are to be modified at the direction of Headquarters Support Command:-

	Ident No	Part No	Nomenclature	Remarks
(a)	A79-504635	W15-1041A/14	Mainplane, Port Mk 35 (c/w Controls, Fuel Lines, Piping, Electrical Services and Undercarriage)	Rework to paras 12(a) to (q) inclusive. Carry out Mod 396. If Mod 391, 394 also embodied, re-identify as P/No W15-1041A/15 and Ident No A79-504643, if not, stamp V396, V392 on wing modification plate.
(b)	A79-504636	W15-1043A/14	Mainplane, Stbd Mk 35 (c/w Controls, Fuel Lines, Piping, Electrical Services and Undercarriage)	Rework to paras 12(a) to (q) inclusive. Carry out Mod 396. If Mod 391, 394 also embodied, re-identify as P/No W15-1043A/15 and Ident No A79-504644. If not, stamp V396, V392 on wing modification plate.
(c)	A79-504637	W15-1407A/14	Mainplane, Port Mk 35A (c/w Controls, Fuel Lines, Piping, Electrical Services and Undercarriage)	Rework to paras 12(a) to (q) inclusive. Carry out Mod 396. If Mod 391, 394 also embodied, re-identify as P/No W15-1407A/15 and Ident No A79-504645. If not, stamp V396, V392 on wing modification plate.
(d)	A79-504638	W15-1409A/14	Mainplane, Stbd Mk 35A (c/w Controls, Fuel Lines, Piping, Electrical Services and Undercarriage)	Rework to paras 12(a) to (q) inclusive. Carry out Mod 396. If Mod 391, 394 also embodied, re-identify as P/No W15-1409A/15 and Ident No A79-504646. If not, stamp V396, V392 on wing modification plate.
(e)	A79-504529	G001094A/41	Radius Rod, Port	Rework to paras 12(b) to (p) inclusive. Carry out Mod V396 and re-identify as P/No G001094A/42 and Ident No A79-504647.

	Ident No	Part No	Nomenclature	Remarks
(f)	A79-504530	G001095A/41	Radius Rod, Stbd	Rework to paras 12(b) to (p) inclusive. Carry out Mod V396 and re-identify as P/No G001095A/42 and Ident No A79-504648.
(g)	A79-500796	G001086A	Latch Plate Assembly, Port	Rework to paras 12(b) to (k) inclusive. Carry out Mod V396 and re-identify as P/No G001086A/41 and Ident No A79-504649.
(h)	A79-500795	G001085A	Latch Plate Assembly, Stbd	Rework to paras 12(b) to (k) inclusive. Carry out Mod V396 and re-identify as P/No G001085A/41 and Ident No A79-504650.

17. A partial modification set will comprise:-

(a) For Spares (a) to (d) Inclusive

Items 1 to 6 inclusive - (Half quantity in aircraft mod set)/ Demand on Modification Centre, Hawker de Havilland Australia Pty Ltd, BANKSTOWN NSW, for spares Mod 392/A79-504635-6-7-8.

Items 7 to 13 inclusive - As required; draw from unit stores.

(b) For Spares (e) and (f)

Items 1, 3, 5 and 6 (1 off each) - Demand on Modification Centre, Hawker de Havilland Australia Pty Ltd BANKSTOWN NSW, for spares Mod 392/A79-504529-30.

Items 7, 9 to 13 - As required; draw from unit stores.

(c) For Spares (g) and (h)

Item 1 (1 off) - Demand on Modification Centre, Hawker de Havilland Australia Pty Ltd BANKSTOWN NSW, for spares Mod 392/A79-500795-6.

Items 7, 9, 11, 12 and 13 - As required; draw from unit stores.

18. Unit maintenance spares of the above items are to be modified by the user unit.

19. Headquarters Support Command is responsible that stores depot stock holdings of the above items are modified.

Additional Information

20. Nil.

Tests

21. Undercarriage retraction tests are to be carried out to ensure correct replacement and operation.

Recording

22. Record incorporation of the modification as follows:-

(a) In aircraft log book.

(b) On Form E/E 78.

(c) On the wing modification plate.

(d) Modification incorporation certificates are to be completed and forwarded by units and aircraft depots in accordance with ABO E 12/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

23. The effect of this modification on the weight and balance of the aircraft is negligible.

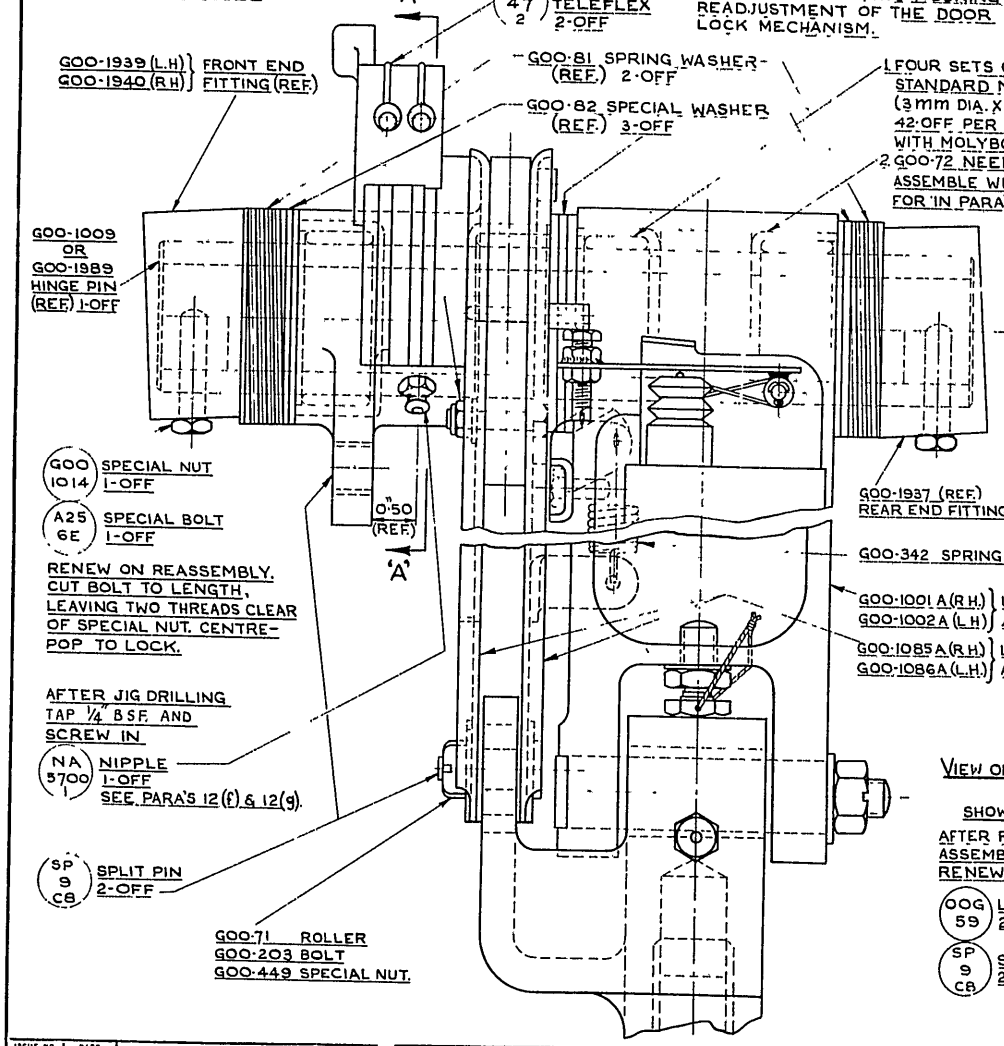
Reference: File, Headquarters Support Command, 2501/110/4676

Attachments: Drawings A15167 ~~and A15426~~ AL 329

Date of Issue: 9th November 1964

(Issued with A/L 303)

DO NOT SCALE

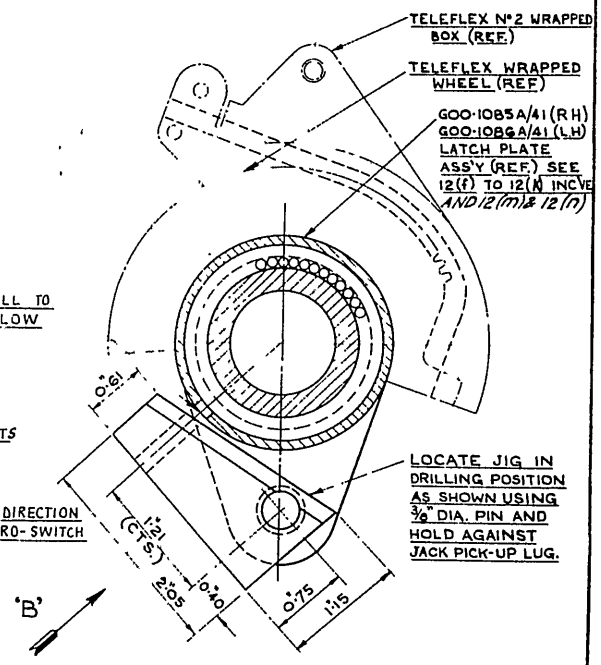


A25 5C BOLT 2BA 2-OFF
SP 13 C WASHER 2-OFF
AGS 2002 CI STIFFNUT 2-OFF

DRILL OUT THE TWO EXISTING RIVETS OPEN OUT HOLES WITH No 13 DRILL TRIM THE BOLTS AS NECESSARY SEE PARAGRAPH 12 (h)

NOTE - ENSURE THAT THE BOLT IS IN THE DIRECTION SHOWN TO AVOID FOULING THE MICRO-SWITCH OPERATING ARM

No 5 DIA HOLE DRILL TO TOOL SHOWN BELOW SEE PARA 12 (f)

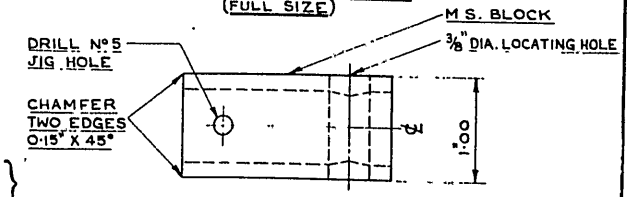


SECTION 'A-A'
SHOWING MODIFICATION TO FIT THE NEW GREASE NIPPLE (FULL SIZE)

VIEW ON MODIFIED RADIUS ROD ASSEMBLY G00-1094-5A/42
SHOWING ARRANGEMENT OF COMPONENTS

AFTER FITMENT OF THE GREASE NIPPLE RE-ASSEMBLE THE RADIUS RODS TO THE A/C RENEWING THE FOLLOWING :

OOG 59 LOCK PLATE 2-OFF (ASS'Y OF END FITTING SUPPORT BLOCKS TO THE WING ATTACHMENT BRACKETS)
SP 9 CB SPLIT PIN 2-OFF (ASS'Y OF EYEBOLT TO U/C LEG)



VIEW ON ARROW 'B' (DRILL JIG)

ISSUE NO	DATE	ALTERATION	D.I.L	I.T.	APPROVED
1	18-11-63				
2	17-3-64	SPOTFACE REQUIREMENT DELETED CALL-UP A25/5C, SP13/C AND AGS 2002/CI ADDED.			
3		PARAGRAPH REFERENCES - 12(m) WAS 12(h), 12(n) WAS 12(j)			
		DIRECTION OF A25/5C BOLT (ADDED AT ISS 2) CHANGED. NOTE - ENSURE ... OPERATING ARM" ADDED			

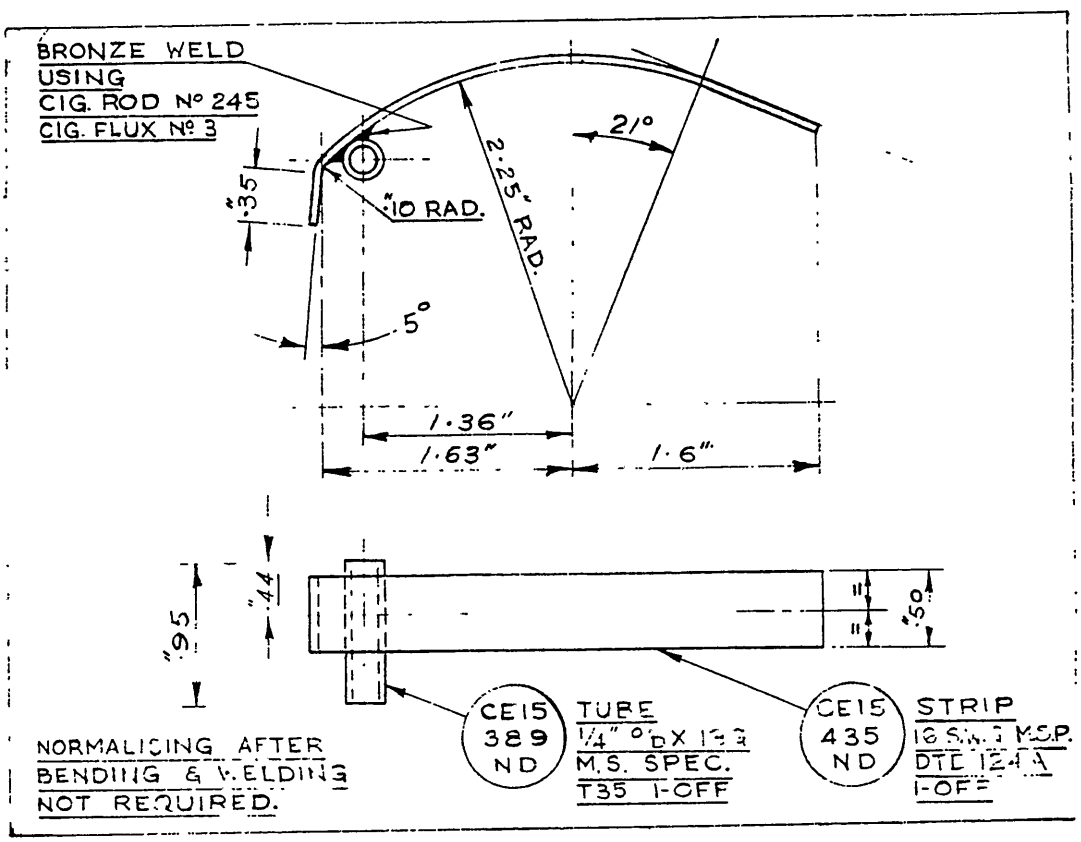
HAWKER DE HAVILLAND DRAWING No OOM1392 SHEET 1 OF 1 SHEET

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING	INTRODUCTION OF AN ADDITIONAL GREASE NIPPLE IN THE MAIN UNDERCARRIAGE RADIUS ROD.

LIMITS UNLESS STATED	MATERIAL	COMPONENT OF	
DECIMALS ± 010"	SPEC.	MACHINE	VAMPIRE MK 35 & 35A
FRACTIONS ± 1/64"	TREATMENT	ENGINE	
ANGLES ± 1°	FINISH	TECH. ORDER	VAMPIRE MOD. V392
SURFACE FINISH AUSTRALIAN STANDARD ENG DRWG PRACTICE A.C.P.	SCALE	DRAWING NO.	A/5/67
	DRAWN		DRWG. B SIZE
	TRACED	APPROVED / CHECKED	

DO NOT SCALE

ISSUE No	DATE	ALTERATION	D I L	INITIALS	APPR
1	6·10·64				



TO BE USED TO CARRY OUT DRILLING OPERATION
FOR ADDITION GREASE NIPPLE - MAIN U/C RADIUS ROD
DRG. A-15167 REFERS

REFERENCE	ISSUED BY			TITLE	
	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND			DRILLING JIG	
LIMITS UNLESS STATED	MATERIAL	AS STATED		COMPONENT OF	AS STATED
DECIMALS ±·010"	SPEC	AS STATED		MACHINE	VAMPIRE
FRACTIONS ±1/32"	TREATMENT	AS STATED		ENGINE	
ANGLES ±½°	FINISH	BREAK SHARP EDGES		TECH ORDER	VAMPIRE MOD. 392
NEXT ASSEMBLY	SCALE	FULL			
	DRAWN		APPROVED	DRAWING No	D-15426
	TRACED		CHECKED		DRWG A SIZE

AAP 721:79, Vol 2, Pt 2

VAMPIRE MODIFICATION NO 393.

Class: 2

UNDERCARRIAGE LEVER DOWN WARNING CIRCUIT REVISED POWER SUPPLY

Introduction

1. (a) The Reason for the Modification

In aircraft having Vampire Modification No 367 incorporated, it is possible under certain conditions to by-pass the ground flight switch and connect aircraft battery supply to the positive busbar, with the ground flight switch in the ground position. To prevent such an occurrence, this modification authorizes the necessary circuit revision.

(b) Description and Features by which the Modification can be Recognised

The lead supplying power to the "lever down warning" micro switch is disconnected from fuse No 10 and is reconnected to fuse No 22 in JB1.

(c) Relationship with other Modifications

The modification is to be incorporated concurrently with or subsequent to Vampire Modification No 367.

(d) Reason of Classification

The classification is based on improved aircraft safety aspects.

(e) Effect on Servicing and/or Ground Handling

Not applicable.

(f) Effect on Aircraft Limitation

Not applicable.

(g) Effect on Aircrew Operation

Not applicable.

(h) Number of Parts Comprising the Order

One.

(Issued with A/L 295)

Application

2. All Vampire Mk 33 and Mk 35A aircraft having Vampire Modification No 367 incorporated.

Man-Hours and Trade Mustering Involved

3. Approximately 6 man-hours will be required to incorporate the modification. The trade mustering responsible is electrical fitter.

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable aircraft as soon as practicable, but not later than the next "D" servicing after modification sets are available, where Vampire Modification No 367 is incorporated, and concurrently with Vampire Modification No 367 where not incorporated.

Responsibility for Incorporation

5. The modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for the servicing of Vampire aircraft.

Equivalent Modifications

6. Not applicable.

Orders and Instructions Superseded or Cancelled

7. Not applicable.

Special Tools, Jigs, Etc

8. Not applicable.

Drawings

9. Not applicable.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	6145-G5E30154(Z)		Cable Electric AA20	A/R	C
2	5975-940-0051		Ferrule Cable, 4 Amp Cable to 19 Amp Block	1	C
3	I32B/5147		Thread Linen No 18	A/R	C

Supply

11. Modification sets are to be obtained as follows:-

Items 1 - 3 - Draw from unit store.

Method and Sequence of Incorporation

12. (a) Isolate electrical power from the aircraft.

(b) Disconnect and remove JB1.

(c) Refer to AAP 721.79/33, Vol 1, Section 5, Chapter 1, Group F, Page 57, Figure 2. Locate lead UL+ which runs from the undercarriage down warning micro switch, to the terminal block on the starboard cockpit wall. Disconnect UL+ from terminal block on starboard cockpit wall and recode as U+.

(d) Locate spare terminal (next to EM2), in the inboard terminal block on the starboard, disconnect panel and connect to it the lead U+, recoded previous operation.

(e) Using items 1 and 2, make up a lead of suitable length and code U+. Connect one end to the fused side of fuse No 22 in JB1, passing the lead through a suitable grommet on the forward side of JB1. Route and secure to existing leads using item 3.

(f) Replace and reconnect JB1.

(g) Connect the other end of manufactured lead U+, to the spare terminal located in operation (d).

(h) Code and replace the cover of the terminal block located in operation (d).

(j) Reconnect the aircraft batteries.

Items Removed

13. Not applicable.

Action on Items Removed

14. Not applicable.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. Not applicable.

Additional Information

17. Not applicable.

Tests

18. Jack up the aircraft and retract the undercarriage, to the fully up position. With ground power off, place the ground flight switch to ground, throttle to closed and the undercarriage lever to the intermediate position, ie, between undercarriage up and undercarriage down. Aircraft battery power should remain off the positive busbar.

Recording

19. Record incorporation of the modification as follows:-

(a) In the airframe log book.

(b) On Form E/E 78.

(c) Modification incorporation certificates are to be completed and forwarded by units and aircraft depots in accordance with ABO E 12/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20 Incorporation of this modification will have negligible effect on the weight and balance of an aircraft.

References: Files, Headquarters Support Command, 2501/110/4617 and 2601/79/69-393

Date of Issue: 14th December 1964 (Issued with A/L 295)

AAP 721.79, Vol 2, Pt 2

VAMPIRE MODIFICATION NO 394

Class: 2

MANUAL RELEASE UNIT - ENLARGEMENT OF ACCESS PANEL

Introduction

1. (a) The Reason for the Modification

Armament defect reports submitted by operating units indicate that the manual release units are being damaged by misuse of screwdrivers in testing these units for correct locking.

(b) Description and Features by Which the Modification can be Recognised

This modification enlarges the hole in the access panel on the undersurface of both wings at rib 6 to permit checks to be carried out by finger application.

(c) Relationship with Other Modifications

Nil.

(d) Reason of Classification

Improved maintenance.

(e) Effect on Servicing and/or Ground Handling

Screwdrivers are not to be used for testing the locking of manual release units after this modification has been incorporated.

(f) Effect on Aircraft Limitation

Nil.

(g) Effect on Aircrew Operation

Nil.

(h) Number of Parts Comprising the Order

One.

(Issued with A/L 280)

Application

2. All Vampire Mk 35 and Mk 35A aircraft.

Man-Hours and Trade Mustering Involved

3. Approximately 1 man-hour is required to incorporate the modification. The trade mustering responsible is the airframe fitter.

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable Vampire aircraft as soon as practicable but not later than the next "C" Servicing after modification sets are available.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. Hawker De Havilland Australia Modification V394.

Orders and Instructions Superseded or Cancelled

7. This modification supersedes STI Vampire/113.

Special Tools, Jigs, etc

8. Nil.

Drawings

9. Drawing No A14920.

Modification Parts List

10. The following items are required to complete one modification set:-

(Issued with A/L 280)

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	K3/175		Primer, Zinc Chromate to Spec RAAF 2K7	AR	C
2	K3/487		Finish Cellulose Ester Lubricant Resistant Aluminium Brolite ELR 9372	AR	C

Supply

11. Modification sets are to be obtained as follows:-

Items 1 and 2 - Draw from unit stores.

Method and Sequence of Incorporation

12. The airframe fitter is responsible for the complete modification.

(a) Referring to AAP 721.79 Vol 6, Part 1, Chapter 3, Fig 3/8, remove the access panel on the undersurface of both wings at Rib 6 position.

(b) Increase the size of the cut-out in the access panel as shown in the attached Drawing A14920 (Hawker De Havilland Drawing OOM1394).

(c) Restore paint finish using Primer (item 1) and Covering (item 2).

(d) Replace the access panel ensuring the socket and bracket are connected.

Items Removed

13. Nil.

Action on Items Removed

14. Not applicable.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. The following spares are affected and are to be modified at the direction of Headquarters Support Command:-

	Ident No	Part No	Nomenclature	Remarks
(a)	A79-504635	W15-1041A/14	Mainplane, Port, Mk 35 (complete with Controls, Fuel Lines, Piping, Electrical Services and Undercarriage)	Rework to para 12. If mods 391, 392 and 396 are also embodied, re-identify as Part No W15-1041A/15 and Ident No A79-504643. If not, stamp V394 on wing modification plate.
(b)	A79-504636	W15-1043A/14	Mainplane, Stbd, Mk 35 (complete with Controls, Fuel Lines, Piping, Electrical Services, and Undercarriage)	Rework to para 12. If mods 391, 392 and 396 are also embodied, re-identify as Part No W15-1043A/15 and Ident No A79-504644. If not, stamp V394 on wing modification plate.
(c)	A79-504637	W15-1407A/14	Mainplane, Port, Mk 35A, (complete with Controls, Fuel Lines, Piping, Electrical Services and Undercarriage)	Rework to para 12. If mods 391, 392 and 396 are also embodied, re-identify as Part No W15-1407A/15 and Ident No A79/504645. If not, stamp V394 on wing modification plate.
(d)	A79-504638	W15-1409A/14	Mainplane, Stbd, Mk 35A (complete with Controls, Fuel Lines, Electrical Services and Undercarriage)	Rework to para 12. If mods 391, 392 and 396 are also embodied, re-identify as Part No W15-1409A/15 and Ident No A79/504646. If not, stamp V394 on wing modification plate.

Additional Information

17. Nil.

(Issued with A/L 280)

Tests

18. Nil.

Recording

19. Record incorporation of the modification as follows:-

(a) In aircraft log book.

(b) On Form E/E 28 (Modification Progress Chart).

(c) On the wing modification plate.

Modification incorporation certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

Reference: File, Headquarters Support Command 2501/110/4592

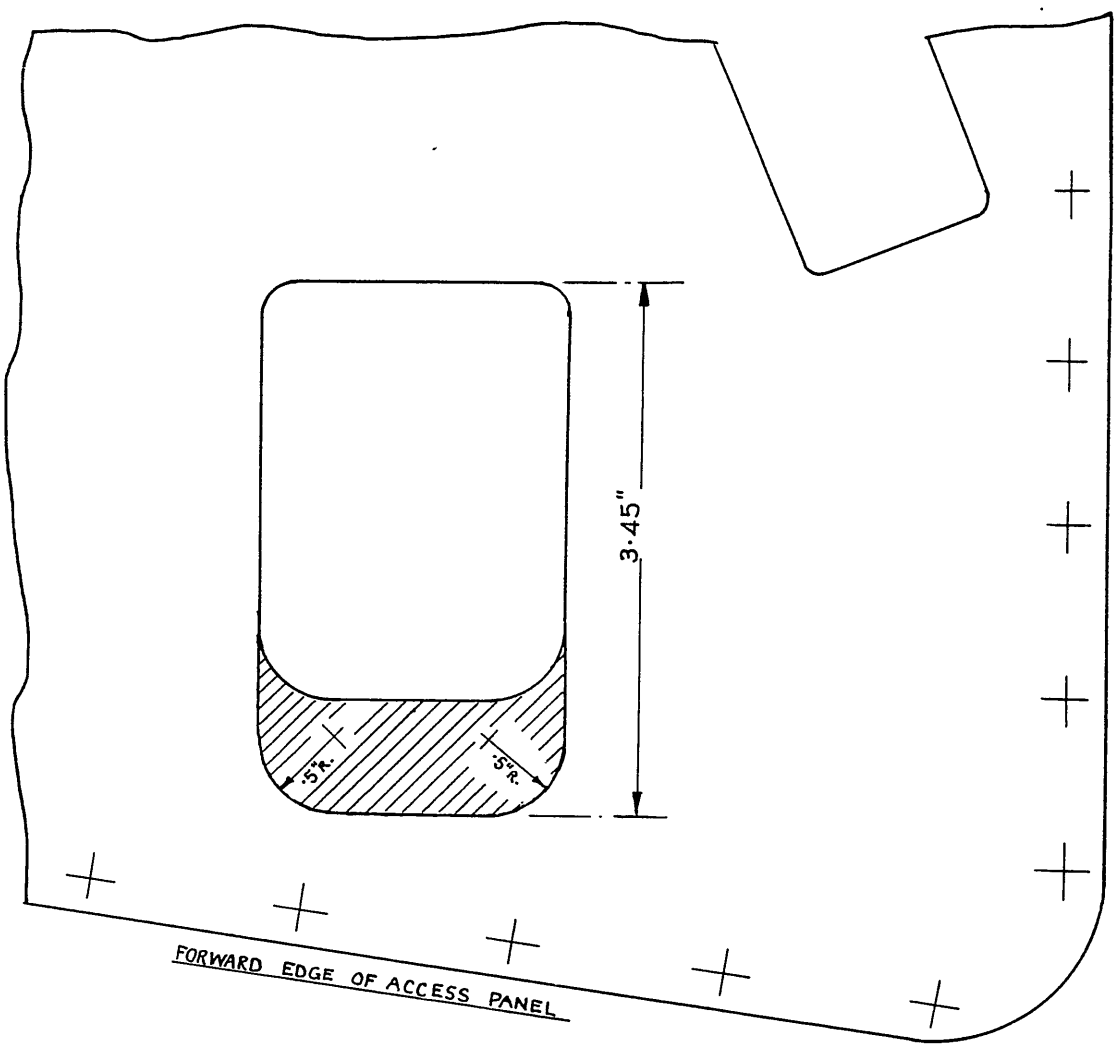
Attachment: Drawing A14920

Date of Issue: 20th April 1964

(Issued with A/L 280)

DO NOT SCALE

ISSUE NO	DATE	ALTERATION	D. I. L.	INITIALS	APPR



REMOVE SECTION SHOWN SHADED

ACCESS PANEL D004933-4ND (D004925-6)

HAWKER DE HAVILLAND DRAWING Nº OOM-1394 SHEET 1 OF 1 SHEET

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR SENIOR TECHNICAL STAFF OFFICER SUPPORT COMMAND	MANUAL RELEASE UNIT ACCESS PANEL

LIMITS UNLESS STATED		MATERIAL		COMPONENT OF	
DECIMALS	± .010"	SPEC.		MACHINE	VAMPIRE MK 35 & 35A
FRACTIONS	± 1/32"	TREATMENT		ENGINE	
ANGLES	± ½°	FINISH		TECH. ORDER	VAMPIRE MOD. 394
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.C.2		SCALE		DRAWING NO.	A14920
		DRAWN	APPROVED		DRWG A SIZE
		TRACED	CHECKED		

AAP 721.79, Vol 2, Pt 2

VAMPIRE MODIFICATION NO 396

Class: 2

MAIN UNDERCARRIAGE RADIUS ROD ASSEMBLY - INTRODUCTION OF AN IMPROVED TYPE BEARING BUSH

Introduction

1. (a) The Reason for the Modification

Numerous defect reports submitted by operating units reveal that this bearing bush is failing due to unsuitable material and inadequate lubrication.

(b) Description and Features by which the Modification can be Recognised

This modification calls for replacement of the existing brass bush, in the main undercarriage retraction jack operating sleeve, by a new bush made of a suitable bronze material. The modification can be recognised by means of the change of part numbers called for in paragraphs 12 (e), (f) and (g).

(c) Relationship with other Modifications

This modification is to be incorporated concurrently with Modification 392 "Introduction of an Additional Grease Nipple in the Main Undercarriage Radius Rod". It is also recommended that the following modifications are embodied concurrently with this order:-

Mod 377 - Main Undercarriage Compression Legs - To Introduce Steel Dowels and Locking Pins to Positively Locate the Retraction Jack Lever

Mod 391 - Main Undercarriage - To Introduce Flexible Conduit in the Door Lock Mechanism

(d) Reason of Classification

Improved operation and maintenance aspects.

(e) Effect on Servicing and/or Ground Handling

Nil.

(f) Effect on Aircraft Limitation

Nil.

(Issued with A/L 298)

(g) Effect on Aircrew Operation

Nil.

(h) Number of Parts Comprising the Order

One.

Application

2. All Vampire Mk 35A and 35 aircraft.

Man-Hours and Trade Mustering Involved

3. Approximately 72 man-hours are required to incorporate the modification. The trade mustering responsible is airframe fitter.

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable Vampire aircraft as soon as practicable but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. Hawker de Havilland Australia Modification V396.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, Etc

8. Nil.

Drawings

9. Drawing No A15238 attached.

(Issued with A/L 298)

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	A79/504642	U15-121	Bush, Jack Pick-up	2	C
2	9150-013-6094	GS10	Grease, Aircraft and Instrument	A/R	C

Supply

11. Modification sets are to be obtained as follows:-

Item 1 - Demand on Modification Centre, Hawker de Havilland Australia Pty Ltd, BANKSTOWN NSW, for Vampire Modification No 396.

Item 2 - Draw from unit stores.

Method and Sequence of Incorporation

12. (a) In accordance with current authorised procedure, jack the aircraft and remove the port and starboard main undercarriage radius rod assemblies.

(b) Refer to the attached drawing and remove and discard the existing brass bush G0048 from the jack operating sleeve.

(c) Ream out the hole in the jack operating sleeve $\frac{33}{64}$" dia $^{+\ .0007"}_{-\ .0000"}$ (ie .5163" / .5156") and press fit the new bronze bush U15-121. Ream out the bush 3/8" dia ± .0004".

(d) Re-part number the jack operating sleeves (refer to drawing) from G0043A or G001979A (alternatives) to U15-123A. If Mod V392 has also been embodied, re-part number the port jack operating sleeve from U15-123A to U15-125A, and the starboard sleeve from U15-123A to U15-126A.

(e) Re-part number the port latch plate assembly from G001086A to G001086A/41 and the starboard latch plate assembly from G001085A to G001085A/41. Ensure that Mod V392 has also been embodied.

(Issued with A/L 298)

(f) Re-part number the port radius rod assembly from G001094A/41 to G001094A/42, and the starboard radius rod assembly from G001095A/41 to G001095A/42.

(g) Apply Molybond GS10 grease (item 2) to all bearing surfaces and reassemble the radius rods to the aircraft.

Note: Locking tabs, etc, which are necessary for reassembly of the radius rods are supplied in the modification kits for V392.

Items Removed

13. The following item is removed on incorporation of the modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
3	A79/500639	G0048	Bush, Jack Pick-up	2	

Action on Items Removed

14. The removed item listed above has no further application to this use and is to be actioned as follows:-

Item 3 - To be discarded.

Action on Stock Holdings of Removed Items

15. Item 3 to be retained as current stock for use in the nose wheel assembly.

Modification of Spares

16. The following spares are affected and are to be modified at the direction of Headquarters Support Command:-

	Ident No	Part No	Nomenclature	Remarks
(a)	A79-504635	W15-1041A/14	Mainplane, Port, Mk 35 (c/w Controls, Fuel Lines, Piping, Electrical Services and Undercarriage)	Rework to paras 12(a) to (g) inclusive. Carry out Mod 392. If Mods 391, 394 also embodied, re-identify as P/No W15-1041A/15 and Ident No A79-504643, if not, stamp V396, V392 on wing modification plate.

	Ident No	Part No	Nomenclature	Remarks
(b)	A79-504636	W15-1043A/14	Mainplane Stbd, Mk 35 (c/w Controls, Fuel Lines, Piping, Electrical Services and Undercarriage)	Rework to paras 12(a) to (g) inclusive. Carry out Mod 392. If Mods 391, 394 also embodied, re-identify as P/No W15-1043A/15 and Ident No A79-504644. If not, stamp V396, V392 on wing modification plate.
(c)	A79-504637	W15-1047A/14	Mainplane, Port, Mk 35A (c/w Controls, Fuel Lines, Piping, Electrical Services and Undercarriage)	Rework to paras 12(a) to (g) inclusive. Carry out Mod 392. If Mods 391, 394 also embodied, re-identify as P/No W15-1407A/15 and Ident No A79-504645. If not, stamp V396, V392 on wing modification plate.
(d)	A79-504638	W15-1409A/14	Mainplane, Stbd, Mk 35A (c/w Controls, Fuel Lines, Piping, Electrical Services and Undercarriage)	Rework to paras 12(a) to (g) inclusive. Carry out Mod 392. If Mods 391, 394 also embodied re-identify as P/No W15-1409A/15 and Ident No A79-504646. If not, stamp V396, V392 on wing modification plate.
(e)	A79-504529	G001094A/41	Radius Rod, Port	Rework to paras 12(b) to (f) inclusive. Carry out Mod V392 and re-identify as P/No G001094A/42 and Ident No A79-504647.
(f)	A79-504530	G001095A/41	Radius Rod, Stbd	Rework to paras 12(b) to (f) inclusive. Carry out Mod V392 and re-identify as P/No G001095A/42 and Ident No A79-504648.

	Ident No	Part No	Nomenclature	Remarks
(g)	A79-500796	G001086A	Latch Plate Assembly, Port	Rework to paras 12(b) to (e) inclusive. Carry out Mod V392 and re-identify as P/No G001086A/41 and Ident No A79-504649.
(h)	A79-500795	G001085A	Latch Plate Assembly, Stbd	Rework to paras 12(b) to (e) inclusive. Carry out Mod V392 and re-identify as P/No G001085A/41 and Ident No A79-504650.
(j)	A79-503803	00G67A	Clamp, Connector Teleflex	Rework half the spares holding to para 12(f) and re-identify as P/No U15-131A and Ident No A79-504661.

A partial modification set will comprise:-

For spares (a) to (h) - item No 1, 1 off. Obtain by demand on Modification Centre, Hawker de Havilland Australia Pty Ltd, for Vampire Modification 396/A79-504529-30.

Unit maintenance spares of the above item are to be modified before fitment by the user unit. Headquarters Support Command is responsible that stores depot stock holdings of the above items are modified.

Additional Information

17. Nil.

Tests

18. Undercarriage retraction tests are to be conducted to ensure correct replacement and operation.

Recording

19. Record incorporation of the modification as follows:-

(a) In aircraft log book.

(b) On Form E/E 78.

(c) On the wing modification plate.

Modification incorporation certificates are to be completed and forwarded by units and aircraft depots in accordance with ABO E 12/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

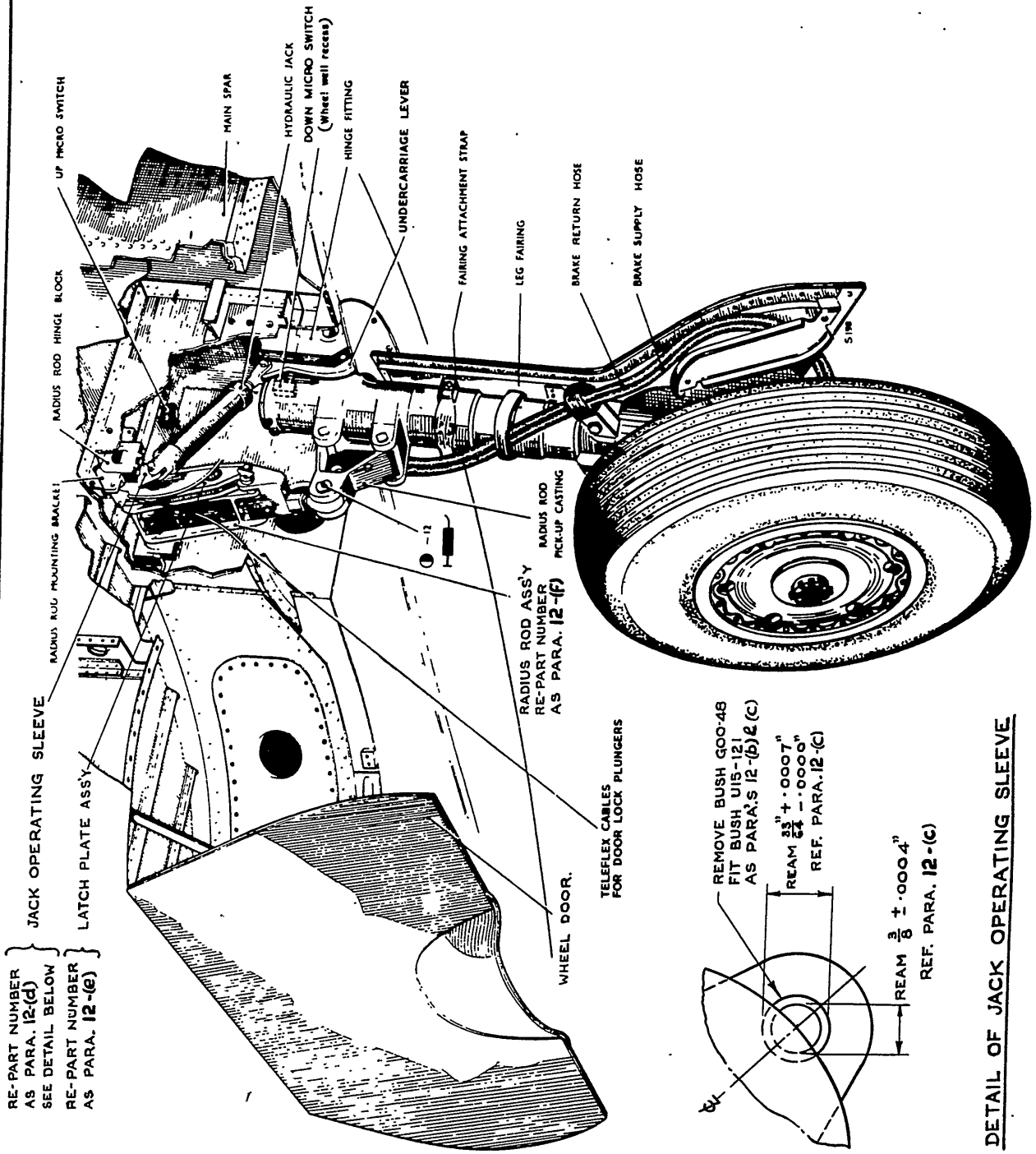
Reference: File, Headquarters Support Command, 2501/110/4754

Attachment: Drawing No A15238

Date of Issue: 15th February 1965

(Issued with A/L 298)

DO NOT SCALE



DETAIL OF JACK OPERATING SLEEVE

HAWKER DE HAVILLAND DRAWING Nº OOM 1396. SHEET 1 OF 1 SHEET.

REFERENCE	ISSUED BY	TITLE
	DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING	MAIN U/C RADIUS ROD ASSEMBLY — INTRODUCTION OF AN IMPROVED TYPE BEARING BUSH

LIMITS UNLESS STATED		MATERIAL				COMPONENT OF	
DECIMALS	± ·010"	SPEC.					
FRACTIONS	± 1/32"	TREATMENT				MACHINE	VAMPIRE MK 35, 35A
ANGLES	± ½°	FINISH				ENGINE	
SURFACE FINISH		SCALE				TECH. ORDER	VAMPIRE MOD Nº 396
AUSTRALIAN STAN'D		DRAWN		APPROVED	FDL	DRAWING NO.	A-15238
ENG. DRWG. PRACTICE AS.C21		TRACED		CHECKED			DRW'G A SIZE

AAP 721.79 Vol 2 Pt 2

VAMPIRE MODIFICATION NO 397

Class: 2

UNDERCARRIAGE MICRO SWITCH ACTUATING LEVER - INTRODUCTION OF LONGER OUTBOARD ACTUATING LEVER

Introduction

1. (a) The Reason for the Modification

The contact stud CE15-351A on the undercarriage selector lever has fouled the micro switch outboard actuating lever, during undercarriage selection.

(b) Description and Features by which the Modification can be Recognised

A longer lever of heavier gauge material is provided. Levers will be supplied with an allowance for trimming to the correct length to allow for minor variation between aircraft.

(c) Relationship with other Modifications

Vampire Modification V320 must be embodied prior to or concurrently with this modification.

(d) Reason of Classification

Classification based on safety aspect.

(e) Effect on Servicing and/or Ground Handling

Nil.

(f) Effect on Aircraft Limitation

Nil.

(g) Effect on Aircrew Operation

Nil.

(h) Number of Parts Comprising the Order

One.

Application

2. All Vampire Mk 35 and 35A aircraft.

Man-Hours and Trade Mustering Involved

3. Approximately 8 man-hours are required to incorporate the modification. The trade musterings responsible are:-

Armament fitter	-	1.50 man-hours (paragraph 12(c) and 12(n))
Electrical fitter	-	.50 man-hours (paragraph 12(h))
Airframe fitter	-	6.00 man-hours (remainder of paragraph 12)

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable Vampire aircraft as soon as practicable but not later than the next "D" servicing after modification sets are available.

Responsibility for Incorporation

5. This modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. Hawker de Havilland Australia Modification V397.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, Etc

8. Nil.

Drawings

9. Drawing No A15145 attached.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	Not Identified	CE15-433A	Actuating Lever	1	C
2	K3/476		Etch Primer	A/R	C
3	K3/321		Paint - Matt Black	A/R	C

Supply

11. Modification sets are to be obtained as follows:-

Item 1 - Demand on Modification Centre, Hawker de Havilland Australia Pty Ltd, Bankstown, NSW, for Vampire Modification No 397.

Items 2 and 3 - Draw from unit stores.

Method and Sequence of Incorporation

12. The armament fitter is responsible for paragraph 12(c) and 12(n). The electrical fitter is responsible for paragraph (h). The airframe fitter is responsible for the remainder of paragraph 12.

(a) Open the nose cap and disconnect the aircraft batteries.

(b) Ensure that the main undercarriage is locked in accordance with AAP 721:79.33 Vol 1, Sect 2, Chap 1, para 3, and that the nose of the aircraft is trestled.

(c) In accordance with current authorised procedure, disarm and remove the port ejection seat.

(d) With the undercarriage selector lever in the "undercarriage down" position, measure the increase in length of the outboard actuating lever required for it to finish a minimum of 0.1" below the bottom of the contact stud as shown on Drawing A15145. Check also that this position is a minimum of 0.1" above the loom. (See Drawing A15145).

(e) Detach both actuating levers by removing the countersunk head bolt (AS1242/17B), stiffnut (AGS2002/B1) and facing washer (SP10/B).

(f) Using the original outboard actuating lever, and knowing the required increase in length, mark off on the new outboard actuating lever, the length to give the necessary clearances. Discard the original outboard actuating lever only.

(g) Trim the new lever just longer than the marked length. Place in position through the bolt and re-check the proposed length. Remark if necessary. Remove and trim to this length. Touch up cut end with primer and matt black (items 2 and 3).

(h) If the clearances given in paragraph (d) are not possible dimensionally, lower the loom by removing the existing 'P' clip and replacing it with a longer stemmed 'P' clip, manufacture to suit.

(j) Reassemble the new actuating lever combination (ie original inboard lever and new outboard lever) using the original bolt, washer and stiffnut.

(k) Ensure that the levers are free to pivot by not over-tightening the nut. Also ensure that a clearance exists between the edge of the levers and the mounting brackets.

(l) Check that when operating the micro switches with the actuating levers that the micro switches are free to return to normal, ie a clearance is to exist between the actuating levers and the micro switch plungers.

(m) Carry out tests as outlined in paragraph 20.

(n) Refit and arm both ejection seats in accordance with current authorised procedure.

(o) Remove the nose trestle, reconnect the aircraft batteries and close the nose cap.

Items Removed

13. The following item is removed on incorporation of the modification.

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
4		CE15-385A	Actuating Lever	1	

Action on Items Removed

14. The removed item listed above has no further application and is to be actioned as follows:-

To be discarded.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. The following spare is affected and is to be modified at the direction of Headquarters Support Command:-

Ident No	Part No	Nomenclature	Remarks
A79-504531	CE15-49A/10	Box, Control, Engine Port	Rework to para 12(d) to (g), (j) to (l). Re-identify as P/No CE15-49A/11 and Ident No A79-504656.

Additional Information

17. Nil.

Tests

18. (a) Ensure that the main undercarriage is still locked as called for in operation 12(b).

(b) With a 24 volt power supply connected to the aircraft, and with the micro switch on the port main undercarriage depressed, select the undercarriage "UP" and ensure that the undercarriage lever locks correctly.

(c) With the throttle lever in the wide open position, move the undercarriage lever out of its down lock position. The undercarriage flashing warning light should begin to flash immediately the lever leaves the slot (ie the contact stud engages the outboard micro switch only). Then, moving the lever up (selecting undercarriage 'up' check that the inboard micro switch is operated when the lever has travelled approximately $\frac{1}{4}$" as measured along the gate. This ensures that the outboard micro switch is actuated before the inboard micro switch. Also when the lever is moved down, the warning light should flash until the lever moves back into the down lock slot. Adjustment may be obtained by resetting the leaf springs to give the above requirements.

(d) Return the throttle lever to the "shut" position, ensure that the undercarriage lever is in the "down" locked position and disconnect the power supply for the aircraft.

Recording

19. Record incorporation of the modification as follows:-

(a) In aircraft log book.

(b) On Form E/E 78.

(c) Modification incorporation certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 4/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

Reference: File, Headquarters Support Command, 2501/110/4651

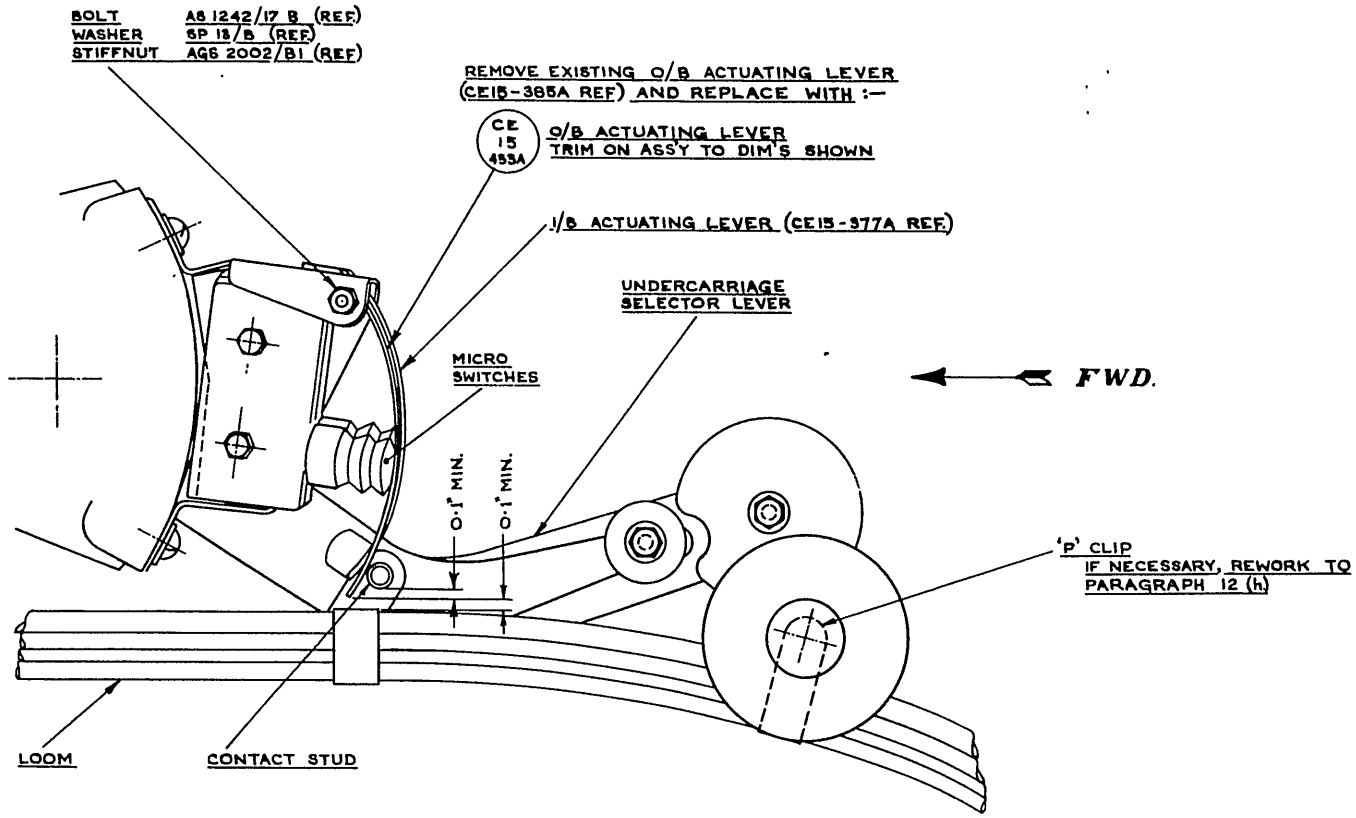
Attachment: Drawing No A15145 AND A15426

PL 309

Date of Issue: 13th July 1964

(Issued with A/L 286)

DO NOT SCALE



VIEW ON U/C SELECTOR LEVER ON FIRST PILOT'S CONTROL BOX. VIEWED TOWARDS ℄ OF AIRCRAFT. (FUSELAGE SKIN OMITTED FOR CLARITY.)

HAWKER DE HAVILLAND DRAWING Nº OOM1397 SHEET 1 OF 1 SHEET

ISSUE NO.	DATE	ALTERATION	D. I. L.	INITIALS	APPROVED
1	30-10-69				

REFERENCE		ISSUED BY	
		DEPARTMENT OF AIR DIRECTOR GENERAL OF ENGINEERING.	
LIMITS UNLESS STATED		MATERIAL	
DECIMALS	± .010"	SPEC.	
FRACTIONS	± 1/32"	TREATMENT	
ANGLES	± ½°	FINISH	
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A S C21		SCALE	
		DRAWN	APPROVED
		TRACED	CHECKED

TITLE	
U/C MICRO SW. ACTUATING LEVER — INTRODUCTION OF LONGER OUTBOARD ACTUATING LEVER. —	
COMPONENT OF	
MACHINE	VAMPIRE MK 35 & 35A
ENGINE	
TECH. ORDER	VAMPIRE MOD Nº 397
DRAWING NO.	A/5145
DRWG. SIZE	B

AAP 721.79, Vol 2, Pt 2

VAMPIRE MODIFICATION NO 398

Class: 2

MAIN UNDERCARRIAGE DOOR MECHANISM - INTRODUCTION OF PHENOLIC MATERIAL RUBBING STRIP IN LIEU OF STEEL

Introduction

1. (a) The Reason for the Modification

The existing steel rubbing strip is scoring the anti-corrosion Epoxy Resin coating from the wheel flanges.

(b) Description and Features by Which the Modification can be Recognised

The new rubbing strip is manufactured from phenolic resin material in lieu of steel.

(c) Relationship with Other Modifications

Nil.

(d) Reason for Classification

Reduced maintenance effort.

(e) Effect on Servicing and/or Ground Handling

Nil.

(f) Effect on Aircraft Limitation

Nil.

(g) Effect on Aircrew Operation

Nil.

(h) Number of Parts Comprising the Order

One.

Application

2. All Vampire Mk 35 and 35A aircraft.

(Issued with A/L 284)

Man-Hours and Trade Mustering Involved

3. Approximately 1 man-hour is required to incorporate the modification. The trade mustering responsible is airframe fitter.

When Modification is to be Incorporated

4. This modification is to be incorporated in all applicable aircraft as soon as practicable but not later than the next D servicing.

Responsibility for Incorporation

5. The modification is to be incorporated by operating units, aircraft depots and civilian contractors responsible for servicing Vampire aircraft.

Equivalent Modifications

6. Nil.

Orders and Instructions Superseded or Cancelled

7. Nil.

Special Tools, Jigs, etc

8. Nil.

Drawings

9. A12668 attached.

Modification Parts List

10. The following items are required to complete one modification set:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
1	5970-016-8901		Sheet Insulating Bakelite Fabric Base 1/8 thick	A/R	C
2	A79/504631	U15-119	Strip - Rubbing (Port)	1	C
3	A79/504632	U15-120	Strip - Rubbing (Stbd)	1	C

Supply

11. Modification sets are to be obtained as follows:-

Item 1 to be drawn from unit store.
Items 2 and 3 - manufacture from item 1.

Method and Sequence of Incorporation

12. (a) Remove the existing port and starboard rubbing strips retaining the attaching bolt nuts and washers for re-use with new strips.

(b) In accordance with Drawing No A14967 and using the metal strips as a template manufacture 2 new strips from item 1 drilling and countersinking the five 2BA bolt holes.

(c) Stamp the strips with the Pt Nos U15-119 (port) and U15-120 (stbd).

(d) Apply pigmented varnish K3/353 to the mating face of the new rubbing strips, offer up and secure into position using the five original bolts, nuts and washers.

Note: On assembly ensure that the csk heads of the bolts are not proud and that there are no sharp edges or burrs.

Items Removed

13. The following items are removed on incorporation of the modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
4	A79-503828	G00-1947	Strip Rubbing (port)	1	C
5	A79-503829	G00-1948	Strip Rubbing (stbd)	1	C

Action on Items Removed

14. The removed items listed in paragraph 13 have no further application, and are to be actioned as follows:-

Discarded.

Action on Stock Holdings of Removed Items

15. Not applicable.

Modification of Spares

16. Unit maintenance spares of the following items are to be modified by the unit before fitment:-

A79-50326	Frame wheel door operating (port)
A79-50327	Frame wheel door operating (stbd)

Additional Information

17. Nil.

Tests

18. Nil.

Recording

19. Record incorporation of the modification as follows:-

(a) In the airframe log book.

(b) On the Form E/E 78.

(c) Modification incorporation certificates are to be completed and forwarded by units and aircraft depots in accordance with RMGI 1/3/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

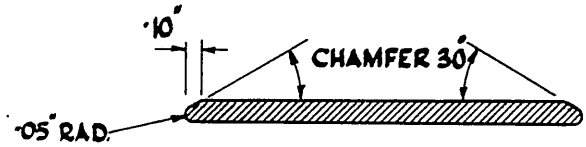
Reference: File, Headquarters Support Command 2501/110/4444

Attachment: Drawing No A12668

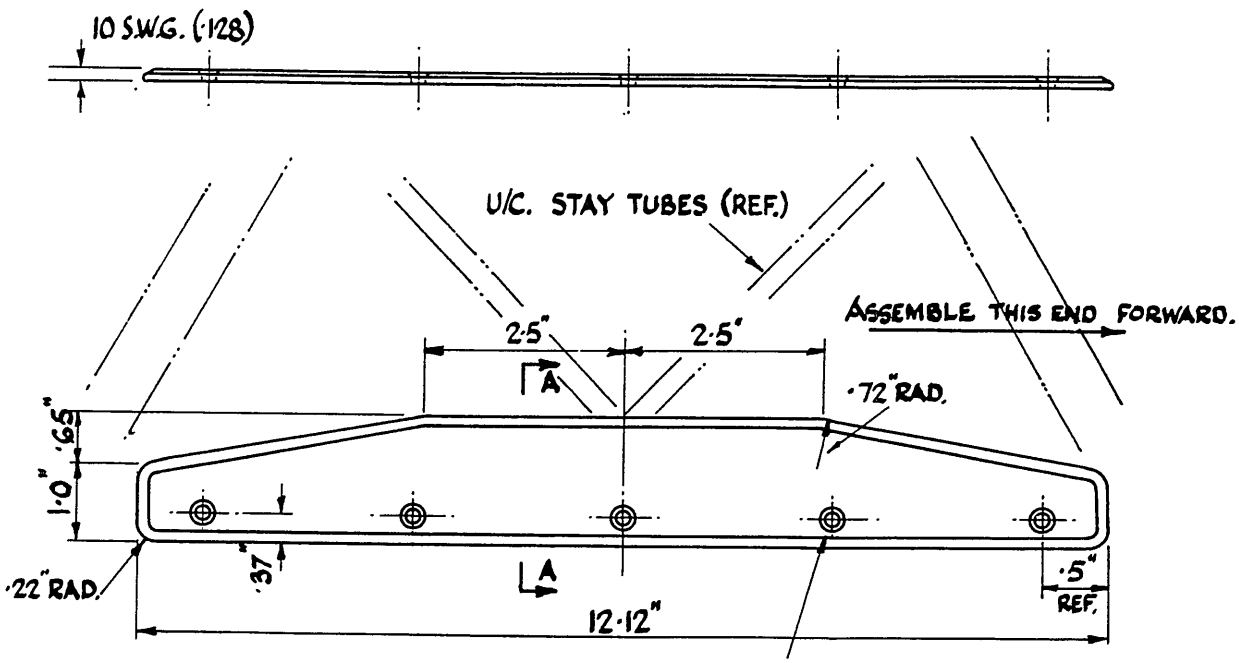
Date of Issue: 29th June 1964

DO NOT SCALE

		ALTERATION		
2	2-7-63	VARIOUS ALTERATIONS	E.W.K.	J.C.L.



SECTION A-A
SCALE FULL SIZE



Nº 11 DRILL (·191" DIA.) FROM REDUNDANT STRIP AND C'SK 90° × ·350" DIA IN CHAMFERED FACE

L.H DRAWN R.H. SIMILAR

PART Nº STRIPS U15-119 L.H.
U15-120 R.H.

ISS. 2

MATERIAL
SHEET INSULATING BAKELITE FABRIC BASE

REFERENCE	ISSUED BY				TITLE		
	DIRECTORATE OF TECHNICAL SERVICES R.A.A.F.				IMPROVED RUBBING STRIP ON MAIN UNDERCARRIAGE DOOR MECHANISM		
LIMITS UNLESS STATED	MATERIAL	AS STATED			COMPONENT OF		
DECIMALS ± .010"	SPEC.				MACHINE	VAMPIRE	
FRACTIONS ± 1/32"	TREATMENT				ENGINE		
ANGLES ± ½°	FINISH				TECH. ORDER	VAMPIRE MOD 398	
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A.S.E.I.	SCALE	N.T.S.			DRAWING NO.	A-12668	DRWG. A SIZE
	DRAWN	RACKHAM	APPROVED				
	TRACED	W.R.	CHECKED				

Item No	Ident No	Part No	Nomenclature	No. Off Per Set	Stores Class
1		FS15-617	Bracket, Reinforcing	1	
2	A79-504665	FS15-679	Plate, Reinforcing	2	
3	A79-504666	FS15-681	Bolt, Spring Attachment	1	
4	A79-504667	FS15-683A	Eye End, Upper	1	
5	5305-101-0658	A25/1B	Bolt, HTS Hex Hd 4BA x .5" long	4	
6	5305-RAF28D12533 or 5305-PN-A15Y5C	A25/5C	Bolt, HTS Hex Hd 2BA x .9" long	6	
7	5305-941-9397	A25/12C	Bolt, HTS Hex Hd 2BA x 1.6" long	2	
8	5306-100-6583	A25/5J	Bolt, HTS Hex Hd 3/8" BSF 1.1" long	3	
9	5305-RAF28D8307	AS1242/2C	Bolt, HTS Csk Hd 2BA x .6" long	4	
10	3515-RAF28P5498 or 5315-H28B832	SP4Z/B6 or SP4Y/B6	Pin, Shackle, Stainless Steel, 3/16" dia x .5" long Pin, Shackle, M Steel, 3/16" dia x .5" long	1 1	
11	5315-234-1856	SP9/C8	Pin, Split, Nickel Alloy 1/16" dia x 1" long	6	
12	5310-941-9465	SP13/B	Washer, Steel, 4BA	4	
13	5310-941-9402	SP13/C	Washer, Steel, 2BA	11	
14	5310-941-8921	SP13/E	Washer, Steel, 1/4" ID	1	
15	5310-941-9466	SP13/J	Washer, Steel, 3/8" ID	1	
16	5310-941-9475	SP15/C	Washer, Al Alloy 2BA	2	
17	H28C/35826"O"	DHS33/1	Washer, Steel, Shrinkage .203" ID x 625" OD x 22G	4	
18	5310-101-1467	A27/ES	Nut, Steel, Hex Medium Tensile, Slotted 1/4" BSF	1	
19	5310-101-1476	A27/JS	Nut, Steel, Hex Medium Tensile, Slotted 3/8" BSF	1	

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
20	5310-PN-2001-B-1	AGS2001/B1	Nut, MS Hex Hd Nyloc Insert, 4BA	4	
21	5310-PN-2001-C-1	AGS2001/C1	Nut, MS Hex Hd Nyloc Insert, 2BA	6	
22	5310-PN-2002-C-1	AGS2002/C1	Nut, MS Hex Hd Thin Nyloc Insert, 2BA	6	
23	H128F/64412"O" or 5320-117-6829	AS2227/407	Rivet, Al Alloy Sn Hd 1/8" dia x 7/16" long	4	
24	5320-117-6839	AS2227/506	Rivet, Al Alloy Sn Hd 5/32" dia x 3/8" long	4	
25	5320-PN-AS2229/ 407	AS2229/407	Rivet, Al Alloy Csk Hd 90° x 1/8" dia x 7/16" long	2	
26	5320-PN-AS2230/ 506	AS2230/506	Rivet, Al Alloy Csk Hd 120° x 5/32" dia x 3/8" long	2	
27	K3/175		Primer, Zinc Chromate, to Spec RAAF 2K7	A/R	C
28	K3/353		Varnish, Pigmented, Jointing Compound to Spec DTD369A	A/R	C
29	K3/321		Enamel, Cellulose, Black to Spec K18	A/R	C
30	K3/487		Finish Cellulose Ester Lubricant Resistant Aluminium P/No Brolite ELR 9372	A/R	C

Supply

11. Modification sets are to be obtained as follows:-

Items 1 to 26 - Demand on Modification Centre, Hawker de Havilland Australia Pty Ltd BANKSTOWN NSW for Item 1560-NSL-0295, Vampire Modification No 399.

Items 27 to 30 - Draw from Unit stores.

(Issued with A/L 299)

Method and Sequence of Incorporation

12. The armament fitter is responsible for sub-paragraphs (c) and (ad). The electrical fitter is responsible for sub-paragraphs (e) and (ab). The airframe fitter is responsible for the remainder.

(a) Jack the nose of the aircraft in accordance with current authorised procedure.

(b) Open the nose cap and release all hydraulic pressure in accordance with AAP 721.79, Vol 2, Sect 3, Chap 6.

(c) Disarm and remove both ejection seats in accordance with current authorised procedure.

(d) Remove the false floor panels in accordance with current authorised procedure.

(e) If necessary move aside two off electrical junction boxes on starboard floor to gain access to rivets and bolts.

(f) Remove the starboard cannon fairing. Refer to drawing and remove the upper radius rod attachment bolt and spring attachment bolt complete with nuts, washers and split pins and discard. Retain the shackle pin GO0323 Mk 4.

(g) Remove bracket 13FS2175 and discard.

(h) Refer to drawing and drill and punch out two off snap head rivets on each side of the fairing.

(j) Remove the starboard rear three off 3/8" dia bolts, washers and nuts attaching rear socket plate 13FS865. Retain the washers and nuts and discard the bolts and split pins.

(k) Refer to drawing and locate reinforcing bracket FS15-617 at side of fairing between flanges ensuring mating of upper and lower flanges.

(l) Drill four No 27 holes in fairing flange from upper flange of bracket FS15-617 and one No 11 hole and two No 30 holes through web of FS15-617 from fairing. Countersink bracket web and inside face of fairing at two No 30 holes coded on drawings.

(m) Drill rear two No 11 holes from floor and fairing into lower flange of bracket. Locate drill jig B in forward hole and drill one No 11 hole through bracket and floor. Locate jig in hole just drilled and drill one No 11 hole through bracket and floor.

(n) Pilot drill one off 5/16" dia hole, one off 3/16" dia hole through bracket web from fairing.

(o) Position one off reinforcing plate FS15-679 on socket plate side of fairing and spot drill one off No 11 hole and one off 3/16" dia hole from fairing and bracket into reinforcing plate and locate by 5/16" dia and 2BA bolts. Spot drill five off No 11 holes from reinforcing plate into plate and fairing.

(p) Bolt locate the second reinforcing plate FS15-679 on other face of fairing and spot back one off No 11 hole, adjacent to 5/16" dia hole and one off 3/16" dia hole.

(q) Dismantle bracket and reinforcing plates and deburr all holes and clear away swarf.

(r) Attach bracket FS15-617 to fairing as called for on the drawing.

(s) Reassemble reinforcing plates to drawing and drill and ream one off 3/8" dia hole and one off 1/4" dia hole.

(t) Locate drill jig A in 3/8" dia holes in socket plate and pilot drill three No 30 holes through bracket FS15-617. Open holes to 3/8" dia and fit three off A25/5J bolts using washers and nuts removed in operation (j). Drill and split pin.

(u) Replace two off rivets removed each side of fairing, operation (h), with four off AS1242/2C countersunk bolts as per drawing.

(v) Touch up with chromate and black or silver paint on rivet heads and damaged parts.

(w) Fit upper eye end FS15-683A and attachment bolt FS15-681 and tighten nuts with units in approximate alignment. Drill a No 52 hole in each for split pin. Do not pin, but slightly slacken off at this stage.

(Issued with A/L 299)

(x) Fit radius rod and pin G00323 Mk 4 to upper eye end and align by connecting to the nose wheel door. Tighten nut and fit split pin.

Note: All existing components are to be checked to the requirements of Vampire Instruction No 13, Issue 2 (AAP 721.79, Vol 2, Pt 1) before fitment to aircraft.

(y) Fit spring to lower attachment bolt FS15-681 with pin SP4/B6 ensuring correct alignment. Tighten nut and fit split pin.

(z) Replace the starboard cannon fairing.

(aa) Check the nose wheel assembly in accordance with AAP 721.79, Vol 2, Pt 1 (Vampire Instruction No 13 Issue 2).

(ab) Replace two electrical junction boxes removed in operation (e).

(ac) Clean up the cockpit and replace the false floor panels in accordance with current authorised procedure.

(ad) Replace and rearm both ejection seats in accordance with current authorised procedure.

(ae) Top up the hydraulic system in accordance with AAP 721.79, Vol 1, Sect 3.

(af) Lower the aircraft from the jacked position.

Items Removed

13. The following items are removed on incorporation of the modification:-

Item No	Ident No	Part No	Nomenclature	No Off Per Set	Stores Class
31	A79-502662	13FS-1843A	Upper Eye End	1	
32	A79-502656	13FS-1855	Spring Attachment Bolt	1	
33		13FS-2175	Bracket	1	

Action on Items Removed

14. The removed items listed above have no further application to this use and are to be actioned as follows:-

Items 31 to 33 - Discard.

Action on Stock Holdings of Removed Items

15. Retain until modification kits received.

Modification of Spares

16. (a) The following spares are affected and are to be modified at the direction of Headquarters Support Command:-

Ident No	Part No	Nomenclature
A79-503962	15FS393A/41	Fairing, Nose Wheel

Remarks: Rework to sub-paragraphs 12(g), (h), (k), (l) and (n) to (v) inclusive. For sub-paragraphs (l), (r), (t) and (u) refer to the following notes before proceeding.

Sub-paragraphs (l) and (r) Where 4BA bolts are called for through the top flange of bracket FS15-617, rivets AS2227/407 (item 23) are to be fitted in lieu. Drill No 30 diameter.

(t) The socket plate 13FS865 is not fitted and no attaching items will be required.

(u) Rivets, P/No AS2229/506 are to be fitted in lieu of the bolts called for on the drawing. Countersink the existing 5/32" dia holes 90° x 0.27" diameter on the well face of the fairing.

Re-identify as P/No 15FS393A/42 and Ident No A79-504658.

(b) A partial modification set will comprise:-

Items 1, 2, 6 and 25 are to be obtained by demand on Modification Centre, Hawker de Havilland Australia Pty Ltd, BANKSTOWN for Spares Mod V399/A79/503962.

(Issued with A/L 299)

Items 13 (6 off), 21, 23 (8 off), 24 and 26, plus 4 off Al Alloy 90° csk hd rivets 5/32" dia x 3/8" long, P/No AS2229/506, Ident No 5320-PN-AS2229/506, are to be drawn from Unit stores.

(c) Unit maintenance spares of the above items are to be modified by the user Unit prior to fitment.

(d) Headquarters Support Command is responsible that stores depot stock holdings of the above items are modified.

Additional Information

17. Nil.

Tests

18. Nil.

Recording

19. Record incorporation of the modification as follows:-

(a) For aircraft A79-661 only, enter the following statement in the aircraft log book.

"The requirements of Vampire Mod No 399 have been met by the previous embodiment of Mod No VAM 3606".

(b) In aircraft log book.

(c) On Form E/E 78.

(d) On the wing modification plate.

(e) Modification incorporation certificates are to be completed and forwarded by units and aircraft depots in accordance with ABO E 12/4. Forms E/E 9 are to be submitted by civilian contractors.

Weight Sheet Summary

20. The effect of this modification on the weight and balance of the aircraft is negligible.

Reference: File, Headquarters Support Command, 2501/110/4677

Attachment: Drawing No A15168

Date of Issue: 25th January 1965

(Issued with A/L 299)

DO NOT SCALE

NOTE ! VAMPIRE INSTRUCTION Nº 13 ISS. 2 TO BE ADHERED TO.

DRILL 4-OFF Nº27 HOLES THROUGH FAIRING FROM FLANGE AND FIT :-

- A25 18 — BOLT 4-OFF
- SP 13 B — WASHER 4-OFF
- AGS 2001 B1 — NUT - 4-OFF

NOSEWHEEL FAIRING 13FS-393A/41 (REF).

REINFORCING BRACKET 1-OFF — FS15-617

UPPER RADIUS ROD

- FS15 683 A — EYE END 1-OFF
- SP 13 J — WASHER 1-OFF
- A27 J5 — NUT 1-OFF
- SP 9 C8 — SPLIT PIN 1-OFF

REAM HOLE ⅜" DIA. ±·0004 CHAMFER ·020" X 45° ON WELL FACE OF FAIRING.

'A' →

- SP 4Y B6 — PIN
- OR
- SP 4Z B6 — PIN 1-OFF
- SP 13 C — WASHER 1-OFF
- SP 9 C8 — SPLIT PIN 1-OFF

- FS15 681 — SPRING ATTACH'T BOLT 1-OFF
- SP 13 E — WASHER 1-OFF
- A27 E5 — NUT 1-OFF
- SP 9 C8 — SPLIT PIN 1-OFF

REAM HOLE ¼" DIA. ±·0003" CHAMFER ·020" X 45° ON WELL FACE OF FAIRING.

FS15-679 — REINF. PLATE 2-OFF

SECTION 'X-X'

REAR SOCKET PLATE 13FS-865 (REF).

2-OFF ⅜" DIA RIVETS EACH SIDE OF FAIRING TO BE REMOVED. OPEN HOLES TO Nº 11 AND C'S'K 90° X ·32" DIA. ON WELL FACE OF FAIRING. REPLACE WITH :-

- AS 1242 2C — C'S'K HD. BOLT 4-OFF
- AGS 2002 C1 — NUT 4-OFF
- SP 13 C — WASHER 4-OFF

ON ASS'Y DRILL Nº 11 HOLE TO PICK UP EXIST. RIVET HOLE.

- A25 5C — BOLT 2 BA HEX. HD. 6-OFF
- SP 13 C — WASHER 6-OFF
- AGS 2001 C1 — NUT 6-OFF

Nº 30 DRILL

⅜" DIA — 1·0"

JIG 'A'
MAT'L M.S.

Nº 24 DRILL

JIG 'B'
MAT'L M.S.

1·5" — CHAMFER ⅛" X 45° — 1·2" — ·40" — 2·0" — ·50" — ·75"

SPECIAL TOOLS REQUIRED. 1-OFF EACH

ENSURE EVEN GAP OF APPROX. 0·050

- AS 2227 407 — RIVET 4-OFF EXISTING RIVET CENTRES.
- REMOVE BRACKET 13FS-2175.
- AS 2229 407 — RIVET 2-OFF C'S'K BOTH SIDES, i.e. WELL FACE OF NOSEWHEEL FAIRING AND OUTER FACE OF REINF. BRACKET FS15-617
- PICK UP WITH 2-OFF EXISTING BOLTS.

1·20 — 1·20

TO FACILITATE DRILLING OF REINFORCING BRACKET USE DRILL JIG 'A'.

- AS 2230 506 — RIVET 2-OFF (USE EXISTING C'S'K HOLES).

PICK UP WITH EXISTING BOLT THROUGH LINK GUIDE BRACKET 13FS-2191 (REF).

DRILL 2-OFF Nº 11 HOLES WITH 0·30" EDGE DISTANCE USING DRILL JIG 'B' FIT 2-OFF EACH OF

- AGS 2002 C1 — NUT 2-OFF
- A25 12C — BOLT 2-OFF
- SP 15 C — WASHER 2-OFF
- DHS 33/1 — SHRINKAGE WASHER 2-OFF

TO CATER FOR ADDITION OF REINF. BRACKET FS15-617(REF). REPLACE THE EXISTING AFT BOLTS & SPLIT PINS WITH:-

- A25 5J — BOLT 3-OFF DRILL Nº 51 HOLE
- SP 9 C8 — SPLIT PIN 3-OFF

USE EXISTING WASHERS & NUTS

VIEW ON ARROW 'A'

- AS 2227 506 — RIVET 4-OFF EXISTING RIVET CENTRES. HEADS MAY BE ON OUTSIDE OF FAIRING.

HAWKER DE HAVILLAND DRAWING Nº OOM1399 SHEET 1 OF 1 SHEET.

ISSUE NO.	DATE	ALTERATION	D.I.L.	INITIALS	APPROVED
1	18-11-63				
2	13-7-64	DETAILS OF SECTION 'X-X' ADDED PICTORIALLY		M.I.F.	

REFERENCE

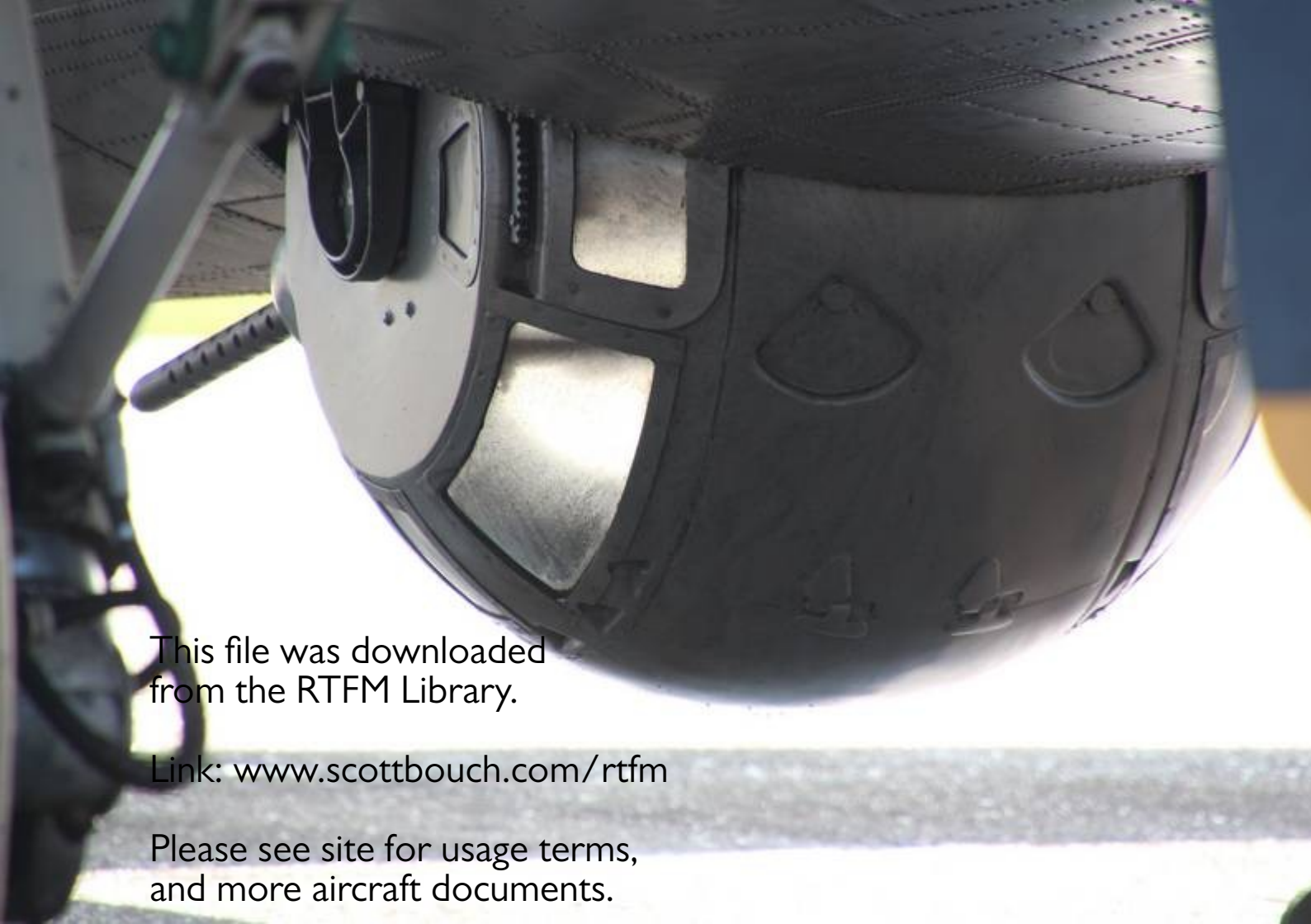
ISSUED BY: DEPARTMENT OF AIR, DIRECTOR GENERAL OF ENGINEERING

LIMITS UNLESS STATED		MATERIAL	
DECIMALS	± .010"	SPEC.	
FRACTIONS	± 1/32"	TREATMENT	
ANGLES	± ½°	FINISH	
SURFACE FINISH AUSTRALIAN STANDARD ENG. DRWG. PRACTICE A S C21		SCALE	
		DRAWN	APPROVED
		TRACED	CHECKED

TITLE: NOSEWHEEL DOOR MECHANISM — INTRO OF IMPROVED UPPER RADIUS ROD ATTACHMENT FITTING

COMPONENT OF	-
MACHINE	VAMPIRE MK 35, 35A
ENGINE	
TECH. ORDER	VAMPIRE MOD. Nº 399
DRAWING NO.	A/5/68

DRWG. B SIZE



This file was downloaded
from the RTFM Library.

Link: www.scottbouch.com/rtfm

Please see site for usage terms,
and more aircraft documents.