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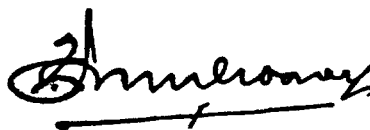
DECEMBER, 1952

VAMPIRE MK. 30

REPAIR MANUAL

NENE 2-V.H. AUST.

ISSUED FOR THE INFORMATION
AND GUIDANCE OF ALL CONCERNED
BY COMMAND OF THE AIR BOARD

A handwritten signature in dark ink, appearing to read "J. J. Mulvaney", with a horizontal line drawn underneath it.

SECRETARY.

AIR FORCE HEADQUARTERS, MELBOURNE, S.C.1.

PREPARED BY DE HAVILLAND AIRCRAFT PTY. LTD., SYDNEY, AUSTRALIA

APPENDIX

APPENDIX TO VAMPIRE REPAIR MANUAL, CLASSIFYING SERVICE PUBLICATIONS

RECOMMENDED TO PERSONNEL ENGAGED IN THE MAINTENANCE AND REPAIR OF THE AIRCRAFT

VAMPIRE MK. 30

1. CORRELATED PUBLICATIONS:—

Aircraft Planned Servicing Schedule	.....	
Descriptive and Servicing Manual	.....	A.A.P. No. 828
Pilot's Notes	.....	A.A.P. No. 829
Vocabulary of Spares, Group "A", Sectn. 79	.....	A.A.P. No. 2
Nene 2-VH Aust. Overhaul Manual	.....	A.A.P. No. 861
Engine, Rolls Royce Nene, 2-VH Aust., Group "B", Sectn. 23	.....	A.A.P. No. 2

2. SUBJECT REFERENCES (including Workshop Practices):—

Aircraft Plumbing	.....	A.E.I. Part 6, Sectn. 1, Instns. 1 & 2
Fuel Tanks	.....	A.P. 1464A, Vol. 1, Part 3, Sectn. 14, Chap. 3
Locking of Bolts	.....	D.T.S. Design Memo. C90
		A.E.I. Part 1, Sectn. 1, Instns. 8 & 9
Glazing and Sealing	.....	A.P. 1464B, Vol. 1, Part 2, Sectn. 4
Standard Fits and Clearances	.....	A.E.I. Part 1, Sectn. 1, Instn. 2
Heat Treatment, Light Alloy	.....	A.E.I. Part 1, Sectn. 1, Instn. 5 & 6
Welding Procedure	.....	A.P. 880
Cracks in Structure, Detection of	.....	A.P. 1464A, Vol. 1, Part 3, Sectn. 13, Chap. 2
Marking of Metals and Alloys	.....	A.P. 1464B, Vol. 1, Part 2, Sectn. 4, Chap. 4
Riveting (Standing Tech. Training Notes	.....	A.P. 1982A
Synthetic Resin Cement Mixes	.....	R.A.A.F. Process Specn. K24
Gluing and Cramping	.....	A.P. 2662A, Sectn. 3, Chap. 31
Transparent Panels, Care of	.....	A.P. 2656A, Vol. 1, Sectn. 13
Protective Treatment	.....	A.P. 1464D, Vol. 1, Sectn. 1, Chap. 1
		A.P. 2656A, Sectn. 9, Chap. 2

INTRODUCTION

This Volume is to be used in conjunction with the **DESCRIPTIVE AND SERVICING MANUAL**, A.A.P. No. 828, and the various publications to which reference is made in the text, for the repair of minor damage and normal wear of the aircraft whilst in service.

Reference to the **LIST OF CHAPTERS** will readily show the overall breakdown, and it will be noted that the first Chapter contains information of a general nature applicable to the whole aircraft.

As the material used for repair must be the same specification as that used in manufacture of the damaged item, this type of information forms the bulk of this volume.

Whenever possible, the **WEAR LIMITS** are also given in tabular form and both sets of tables tie up with the illustrations inserted at the end of each Chapter.

A few paragraphs of text precede the tables in each Chapter, and text, tables and illustrations are listed at the beginning of each Chapter.

LIST OF CHAPTERS

See detailed list of contents and illustrations at the beginning of each Chapter.

- CHAPTER 1. GENERAL INFORMATION.
- CHAPTER 2. ENGINE MOUNTING AND COWLING.
- CHAPTER 3. SYSTEMS.
- CHAPTER 4. FUSELAGE.
- CHAPTER 5. LANDING GEAR.
- CHAPTER 6. MAINPLANE.
- CHAPTER 7. TAIL UNIT.

NOTE TO READERS

ORDERS AND INSTRUCTIONS:

From time to time, Air Board and R.A.A.F. Technical Orders and Instructions are issued and may affect the subject matter of this publication.

The Order or Instruction is the overriding authority where it contradicts this publication and necessary changes will be advised by Amendment List to bring this manual into line.

AMENDMENTS:

Where amendment action has taken place by the insertion of leaves, the number of the Amendment List concerned will be found at the top of each page affected, and amendments of technical importance will be indicated by a vertical line in the outer margin of the page against the matter amended or added. Vertical lines relating to previous amendments to a page will not be repeated. They will not be employed when amendment action is effected by gummed slips, nor will they be employed when complete revision of any division of the book (e.g., a chapter) is made.

GENERAL:

Units are advised to always use the publication dealing with the particular job to be done. This is most essential when repairs to important structural components are to be carried out.

In the interests of Standardisation, most publications are compiled in a similar manner and this is most evident when dealing with aircraft of different marks. The Ground Handling Equipment as well as component parts could vary, however, and any time spent in obtaining the correct publication will be regained in the use of equipment and replacement parts specifically designed for the particular aircraft being serviced or repaired.



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