

RESTRICTED

AIR PUBLICATION

101B-1901-1B

(Formerly A.P.4505 A & C, Vol.1, Book 2)

**VULCAN B Mk.1 AND B Mk.1A
AIRCRAFT**

**AIRCRAFT SERVICING MANUAL
ELECTRICAL INSTALLATION**

BY COMMAND OF THE DEFENCE COUNCIL

L. T. Dunnett

Ministry of Defence

FOR USE IN THE ROYAL AIR FORCE

(Prepared by the Ministry of Aviation)

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AMENDMENT RECORD SHEET

To record the incorporation of an Amendment List in this publication, sign against the appropriate A.L. No. and insert the date of incorporation.

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LETHAL WARNING

EJECTION SEATS AND CANOPY JETTISON MECHANISMS

1. Ejection seats and canopy jettison mechanisms are sources of potential danger to personnel and of damage to the aircraft. Serious injury (possibly fatal) may result if any firing mechanisms are inadvertently operated whilst the aircraft is on the ground.
2. The following instructions are to be obeyed:—
 - R.N. Safety precautions contained in A.P.(N.)140—Naval Aircraft Maintenance Manual.
 - R.A.F. ALL PERSONNEL before entering the cockpit or cabin of an aircraft fitted with an ejection seat are to report to the N.C.O. immediately in charge of airframe servicing who is to ensure that all safety pins (or other safety devices) are correctly positioned to render the seat and canopy jettison firing mechanism safe. On completion of servicing, tradesmen are to report to the N.C.O.
3. Full instructions for rendering the firing mechanisms safe are contained in the A.P.4288 and A.P.(N)1023 series, in Aircraft Servicing Schedules and in the A.D.5037 series.

ELECTRICAL SYSTEM

VOLTAGES IN EXCESS OF 100 VOLTS, EITHER A.C. OR D.C., CAN BE DANGEROUS UNDER CERTAIN CIRCUMSTANCES. PERSONNEL SHOULD THEREFORE ENSURE THAT THE ELECTRICAL SYSTEM IS ELECTRICALLY SAFE BEFORE ANY SERVICING IS ATTEMPTED. WHERE IT IS ESSENTIAL THAT TESTS OR ADJUSTMENTS BE MADE WITH THE ELECTRICAL POWER SWITCHED ON THE GREATEST CARE MUST BE EXERCISED.

HIGH-ENERGY IGNITION UNITS

THE ENERGY STORED IN THE CAPACITORS OF THE HIGH-ENERGY IGNITION UNITS CAN, UNDER CERTAIN CIRCUMSTANCES BE OF A LETHAL NATURE. NO SERVICING IS TO BE ATTEMPTED UNTIL AT LEAST ONE MINUTE HAS ELAPSED FROM THE DISCONNECTION OF THE I.T. INPUT PLUG.

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(A.L.2B, Apr. 58)

NOTE TO READERS

The subject matter of this publication may be affected by Defence Council Instructions, or by Servicing Schedules (Vol.4), or General Orders and Modification leaflets in this A.P., in the associated publications listed below or even in some others. If possible, Amendment Lists are issued to correct this publication accordingly, but it is not always practicable to do so. When an Instruction, Servicing Schedule or leaflet contradicts any portion of this publication, the Instruction, Servicing Schedule or leaflet is to be taken as the overriding authority.

The inclusion of references to items of equipment does not constitute authority for demanding the items.

Each leaf, except the original issue of preliminaries, bears the date of issue and number of the Amendment List with which it

was issued. New or amended technical matter will be indicated by triangles positioned in the text thus: ◀-----▶ to show the extent of amended text, and thus: ▶◀ to show where text has been deleted. When a Section or Chapter is issued in a completely revised form the triangles will not appear.

If more than one copy of this publication is held, each set of covers should be given an identifying number and be kept together.

◀ The reference number of this publication was altered from A.P. 4505A & C to A.P.101B-1901 in April 1967. No general revision of page captions has been undertaken, but the code number appears in place of the earlier A.P. reference on new or amended leaves issued subsequent to that date. ▶

LIST OF ASSOCIATED PUBLICATIONS

	A.P.
<i>Aircraft automatic stabilizers</i>	1469S
<i>Aircraft fuel and oil tanks</i>	4117
<i>Aircraft pneumatic equipment</i>	4303
<i>Aircraft pressure fuelling equipment</i>	4511
<i>Aircraft pressurizing and air conditioning equipment</i>	4340
<i>Aircraft undercarriage equipment Dowty Rotol</i> ...	1803V
<i>Aircraft wheels, tyres and brakes</i>	1803E
<i>Aircraft wheels, tyres and brakes</i>	2337
<i>Bomb and supply carriers and associated equipment</i>	1664 series
<i>Data book on safety and survival equipment and flying clothing</i>	4380
<i>Dunlop equipment fitted to Vulcan aircraft</i>	4515C
<i>Ejection seats and escape equipment</i>	4288C
<i>Electrical Manual</i>	4343 series
<i>Hydraulic equipment - Dowty</i>	1803D
<i>Instrument manual</i>	1275 series
<i>Missile storage, preparation, transportation, loading and off-loading procedures</i>	2852B
<i>Olympus 101, 102 and 104</i>	4501B, C & E
<i>Powered flying control units and equipment</i>	4603C, D & E
<i>Servicing trolleys</i>	2306 series

AIR DIAGRAMS

	A.D.
<i>Access panels</i>	6022Q
<i>Cabin and aircraft pressurization</i>	6022V
<i>De-icing systems</i>	6022D
<i>E.C.U. installation</i>	6022G
<i>Emergency installations</i>	6022N
<i>Fire extinguishing systems</i>	6022M
<i>Flying controls and lubrication</i>	6022C
<i>Fuel system</i>	6022F
<i>Hydraulic system</i>	6022H
<i>Jet efflux - danger areas</i>	6022X
<i>Lubrication</i>	6022B
<i>Pneumatic system</i>	6022P
<i>Vulcan aircraft escape drill</i>	5558

LAYOUT OF A.P. 101B - 1901

VULCAN B. MK.1 AND B MK.1A AIRCRAFT

Code	Title	Previous designation
101B-1901-1	Aircraft servicing manual	A.P.4505 A & C, Vol.1
<i>Issued in three books as follows:-</i>		
101B-1901-1A	Sect.1 to 4	A.P.4505 A & C, Vol.1, Book 1
101B-1901-1B	Sect.5, Chap.1	A.P.4505 A & C, Vol.1, Book 2
101B-1901-1C	Sect.5, Chap.2, Sect.6 and 7	A.P.4505 A & C, Vol.1, Book 3
101B-1901-2	General orders	A.P.4505 A & C, Vol.2
101B-1901-3A	Illustrated parts catalogue	A.P.4505 A & C, Vol.3, Part 1
101B-1901-3B	Appendix 'A'	A.P.4505 A & C, Vol.3, Part 2
101B-1901-3C	Scales of unit equipment	A.P.4505 A & C, Vol.3, Part 3
101B-1901-3D	Scales of servicing spares	A.P.4505 A & C, Vol.3, Part 4
101B-1901-4	Planned servicing schedule	A.P.4505 A & C, Vol.4
101B-1901-5	Not applicable	A.P.4505 A & C, Vol.5
101B-1901-6A	Aircraft repair manual	A.P.4505, Vol.6
101B-1901-7	Modifications list	A.P.4505 A & C, M.L.
101B-1901-12	Ground handling notes	A.P.4505 A & C, G.H.N.
101B-1901-15A	Pilot's notes, Mk.1	A.P.4505A - P.N.
101B-1901-15B	Pilot's notes, Mk.1A	A.P.4505C - P.N.
101B-1901-16	Operating data manual	A.P.4505 A & C - O.D.

NOTE . . .

Until notice of the changeover is promulgated in D.C.I.'s the required A.P. should be requisitioned under the old A.P. number.

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PUBLISHED SEPARATELY—*refer to Book 1*

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Chapter 2—Instrument installation

Chapter 1—Wireless installations
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Chapter 1—Pyrotechnics
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—*refer to Book 3*

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INTRODUCTION



VULCAN B MK.1 AIRCRAFT

1. The VULCAN B Mk.1 aircraft is a four-engined, all-metal monoplane of delta planform and is powered by Olympus turbo-jet engines. It has medium range, a fast cruising speed and a high operational ceiling and is equipped to carry an extensively variable bomb load.

2. The VULCAN B Mk.1A aircraft is basically a Mk.1 aircraft with extended wing tips, a modified aileron control circuit, modified rudder, and an extended and enlarged rear fuselage which accommodates additional airborne equipment. Slung below the starboard centre engine rib and between the jet pipe curvatures are honeycomb construction counterpoise plates which are also part of the additional airborne equipment. General information, additional to that

provided in the introduction for Mk.1 aircraft, follows in para.3 and 4.

3. Mounted in the rear fuselage of B Mk.1A aircraft are canisters; part of the additional airborne equipment, water/glycol and vapour cycle heat control systems for the temperature control of the canisters, and pneumatic and cooling systems for the rear warning unit which forms the tail cone of the rear fuselage. Access to this equipment is through three access doors in the bottom of the centre section of the rear fuselage.

4. The additional airborne equipment in Mk.1A aircraft requires power supplies of 200-volt, 400 c/s, 3-phase a.c., and 28-volt d.c. The a.c. supply is fed from a turbine driven 30 kVA alternator in a

compartment aft of the starboard undercarriage bay, and the d.c. supply from the aircraft busbar via suitable fuse banks on the distribution panel. A 200-volt a.c. ground supply plug is situated on the starboard underside of the rear fuselage.

5. The FUSELAGE of both Mk.1 and Mk.1A aircraft, manufactured in four separate sections, is a light-alloy, stressed-skin structure of circular cross-section and incorporates transverse formers braced by longitudinal stringers together with two fabricated ribs which form the support for the arch-shaped formers of the bomb bay. The sections are:-

- (1) Nose fairing - the upper portion of which is of orthodox metal construction and houses flight re-

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fuelling equipment. Below the metal portion is a dielectric structure of fibre glass and expanded rubber which constitutes the radome.

exit, in flight, against the force of the airstream.

Electrically-operated, rotating-slat-type air brakes are mounted in the main plane above and below the engine air intakes.

8. A SWEPT-BACK DORSAL FIN and RUDDER, covered with light-alloy sheet plating, are mounted on the rear of the fuselage. To improve directional stability, the fin fairing is considerably extended along the fuselage.

11. The DUAL FLYING CONTROLS comprise parallel-motion-type rudder pedals and single-grip-type control columns. The latter are moved fore-and-aft in mountings on the underside of the main instrument panel to control the elevators and are turned laterally, as a normal fighter stick, to control the ailerons. The rudder pedals incorporate foot brakes and control the nose-wheel steering when the aircraft is moved on the ground. Push-pull control tubes are used throughout from the cockpit controls to electro-hydraulic power units actuating each control surface. Due to the use of the power units the pilots' control grips and rudder pedals are not sensitive to control surface loads: spring-loaded artificial feel units are therefore employed to simulate the loading. The spring loading is adjustable to trim the aircraft for straight and level flying.

9. The TWO-SPAR MAIN PLANE consists of a centre section, integral with the fuselage, and port and starboard outer wings. To delay the onset of compressibility, the wings have a pronounced sweep back on the leading edges; the trailing edges also have a slight sweep back. The complete main plane, which has sufficient depth at the roots to accommodate the power units and alighting gear, tapers in plan and elevation to the wing tips. Skin covering is of light-alloy throughout. Ten compartments are provided, five in each outer wing, to accommodate bag-type flexible fuel tanks.

12. The ALIGHTING GEAR, which is retractable, consists of two main-wheel units, each unit being a liquid-spring shock-absorber fitted with a four-wheeled, eight-tyred bogie, and a steerable nose-wheel unit fitted with twin wheels. The main-wheel units are retracted forward and upward into their main plane housing, outboard of the power units, by hydraulic jacks. The nose-wheel unit is retracted with a single jack, upward and backward into the fuselage nose. When retracted the main wheels are completely faired in by hydraulically-operated doors and a fairing mechanically coupled to the shock-absorber strut. Two self-locking, hydraulically-operated doors fair the nose wheel unit to the fuselage nose.

10. CONTROL SURFACES consist of elevators and ailerons, divided into half sections, and a rudder. Both ailerons and elevators are aerodynamically balanced and all control surface leading edges are sealed with rubberised fabric sheeting to the main plane or fin to provide internal balances which relieve the control operating loads. Each section of the elevators and ailerons is operated independently by a separate electro-hydraulic power unit, two further power units being provided for the rudder. In the absence of a conventional tail unit, the elevators are mounted in the outer wings and extend from the centre-section wing transport joint to a main hinge rib slightly more than half-way along the wing trailing edge; the ailerons extend outboard from this rib to the wing tips.

13. The HYDRAULIC SYSTEM is

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electrically controlled and operates the alighting gear, bomb doors, wheel brakes and nose-wheel steering. A reserve pressure supply for the brakes is retained by two accumulators charged from the main hydraulic system; an electro-hydraulic power pack is available for the emergency operation of the bomb doors and to recharge the brake system when the hydraulic pumps are not operating.

14. A COMPRESSED AIR SYSTEM is installed to lower the alighting gear in an emergency. A further compressed air system is provided to open or close the main entrance door and also to initiate jettisoning of the canopy.

15. CABIN AIR CONDITIONING is effected by an air conditioning unit, utilising hot air from the engines, which governs the pressure and temperature in the crew's compartment. Pressure, equivalent to heights of 8,000 ft. or 25,000 ft., and the air temperature, can be maintained automatically as desired; the temperature can also be regulated manually. An oxygen system is provided for use when the pressure equivalent of 25,000 ft. is selected.

16. DE-ICING is accomplished by circulating hot air, extracted from the engine, through ducting in the leading edges of the wings and fin. Further systems utilising de-icing fluid, are provided for the pilots' and air bomber's windcreens.

17. The OLYMPUS turbo-jet engines are housed in pairs, inside the centre section, between the front and rear spars, and are bounded by the bomb-bay rib and the centre section/wing transport rib. The jet pipes are underslung, and emerge from the centre section to extend slightly beyond the trailing edge. Engine controls are grouped forward of the pilots' centre console and the engine starting and electrical controls are on the port console.

18. FUEL is supplied by an electrically operated low-pressure pump, in the base of each tank, directly to the high pressure pumps. Automatic electrical control of fuel delivery from each tank is provided to maintain a static C of G position during flight. In addition, the No.1 and No.7 tanks each have a transfer pump which can be used to balance the fuel load should the aircraft become nose or tail heavy. Normally the engines on one side are supplied from the tanks on that side, No.1, 4, 5 and 7 tanks feeding into a single pipe line to supply the outboard engine and No.2, 3 and 6 tanks supplying the inboard engine. An aircraft cross-feed cock, and an engine cross-feed cock between each pair of engines, are provided, by use of which fuel can be fed from any particular tank or tank group to all four engines. A pressure system is provided for flight and ground refuelling. Distribution of fuel load amongst all the tanks to ensure correct aircraft loading is controlled automatically during ground refuelling and manually during flight refuelling.

19. FIRE PROTECTION consists of two separate methyl-bromide installations, one for the engines and the other for the airframe. A system for introducing nitrogen into tanks is provided, the nitrogen also being utilised for pressurising the tanks. A nitrogen purging system protects the flight refuelling system.

20. POWER for the electrical services and for the d.c. sections of the radio and radar services is supplied by four 112-volt, 22½ Kw. generators. Each generator is controlled by its associated voltage regulator and stable parallel operation is ensured through an equalisation circuit. In addition to supplying power for the services, the generators charge four 24-volt, 40 amp-hr. batteries, which are connected in series to the 112-volt bus-

bar; a fifth similar battery is connected to the 28-volt bus-bar, and is charged from three 112/28 volt d.c. rotary transformers. Rotary inverters supply a.c. power for the radar equipment, flight instruments and autopilot. Overload protection is afforded by thermal circuit breakers and reverse current flow to the generators by differential relays operating contactors. A single-pole earth-return wiring system utilising the aircraft structure is employed. No aircraft master switch is provided since, with engines stopped, only the 28-volt battery is connected to the bus-bar, this battery can be isolated by the switch on the panel adjacent to the signaller's station. Two external supply sockets facilitate the connection of ground supplies for starting and testing purposes. Electrical control is employed for cabin-conditioning equipment, air-brakes, flying control power units, bomb release gear, fuel system and ancillary equipment.

21. LIGHTING in the crew's cabin consists of ultra-violet auxiliary red and emergency white for the pilots, red and white lighting for the crew, together with cabin and angle-poise units. Lighting to assist servicing personnel is provided in the nose-wheel and main-wheel bays, in the bomb compartment, in the compartment aft of the bomb bay and in the compartment below the fin post.

22. EMERGENCY EQUIPMENT includes ejection seats for the first and second pilots, an M.S.5 Mk.1 dinghy with survival equipment, a signal pistol, first aid outfits, fire axes, asbestos gloves and hand-operated fire extinguishers. Portable oxygen supplies are also provided for each crew member when abandoning the aircraft.

23. WIRELESS AND RADAR EQUIPMENT is detailed in Book 3 of this Air Publication.

LEADING PARTICULARS

NAME	...	...	...	...	...	...	...	VULCAN B MK.1
TYPE	...	...	...	...	...	...	...	DELTA WING MONOPLANE
DUTY	...	...	...	...	...	...	...	HIGH ALTITUDE MEDIUM BOMBER
CREW	...	...	...	...	...	...	...	FIVE INCLUDING TWO PILOTS

GENERAL DATA AND CONTROL SURFACE AREAS

For main aircraft dimensions refer to Fig.1-General Arrangement Mk.1 aircraft. For the settings and range of movement of control surfaces refer to Sect.3, Chap.4.

Main plane data	
Aerofoil section at root	... .. N.A.C.A.0010
Aerofoil section at wing tip	.. Modified R.A.E.101, 6.7 per cent
Chord (mean) standard	... .. 40.238 ft.
Chord at wing tip	... .. 8.16 ft.
Chord, root	... .. 63.40 ft.
Incidence	... .. 5 deg.
Dihedral	... .. 0 deg.
Sweepback - leading edge	... .. 49 deg. 54 min.
Elevators, mean chord (aft of hinge line)	
Inboard	... .. 6.552 ft.
Outboard	... .. 6.097 ft.
Ailerons, mean chord (aft of hinge line)	
Inboard	... .. 4.263 ft.
Outboard	... .. 3.497 ft.
Main plane areas (in.sq.ft.)	
Main plane including elevators and ailerons	
(gross) from aircraft centre line	... .. 3,554
(net) excluding fuselage	... .. 2,974
Elevators (aft of hinge line)	
Inboard, each	... .. 63.8
Outboard, each	... .. 56.4
Total (effective area)	... .. 240.4
Ailerons (aft of hinge line)	
Inboard, each	... .. 32.2
Outboard, each	... .. 32.5
Gross, port and starboard	... .. 129.4
Fin and rudder data	
Fin sweepback, leading edge	... .. 49 deg.30 min.
Fin sweepback, trailing edge	... .. 25 deg.30 min.
Areas (in sq.ft.)	
Fin, gross	... .. 261.065
net (effective area)	... .. 160.065
Rudder (aft of hinge line)	... .. 63.395
Total, gross	... .. 325
net (effective area)	... .. 224

ALIGHTING GEAR

Main-wheel units
Type

Two forward retracting units with four wheeled, eight-tyred bogies and single shock-absorber strut. Dowty Part No.2.00029.017(part) 2.00029.018 (starboard).

Retracting strut
assembly

... A.7558Y Mk.A (part), A.7558Y Mk.B (starboard)

Jack strut
assembly

... 1.01295.003 (part), 1.01295.004 (starboard)

Shock-absorber strut

Type

... Liquid spring, 0.8486Y B.01

Oil

... OX-16 (Ref.No.34B/9423149)

Wheels

... AH.9982/13

Tyres

... DR.0098

GA.3225 (Ref.No.27A/3377)

ZA.167

DT.0007/1 (Ref.No.27A/3526)

Inner tubes

... DT.0007/1 (Ref.No.27A/3526)

Brakes

... AH.51238, front port inner, front starboard outer

AH.51239, front port outer, front starboard inner

AH.51708, rear port inner, rear starboard outer

AH.51709, rear port outer, rear starboard inner

Working pressure

... 2,500 p.s.i.

Maxaret units

Type

AC11512/7, front port outer, front starboard inner

AC11514/10, rear port outer, rear starboard inner

AC11516/10, rear port inner, rear starboard outer

AC11518/7, front port inner, front starboard outer

Nose-wheel unit

Type

... Rearward retracting, steerable, 2.00050.004

Shock-absorber strut

Type

... Dowty liquid spring

Fluid

... OX-16 (Ref.No.34B/9423149)

Retracting strut

... 2.00051.003

Wheels

... AH.9527

Tyres

... DC.4982, (Ref.No.27A/3523)

Inner tubes

... FE.3. (Ref.No.27A/3527)

POWER UNITS

Name

... Olympus 101, 102 or 104

Type

... Turbo-jet

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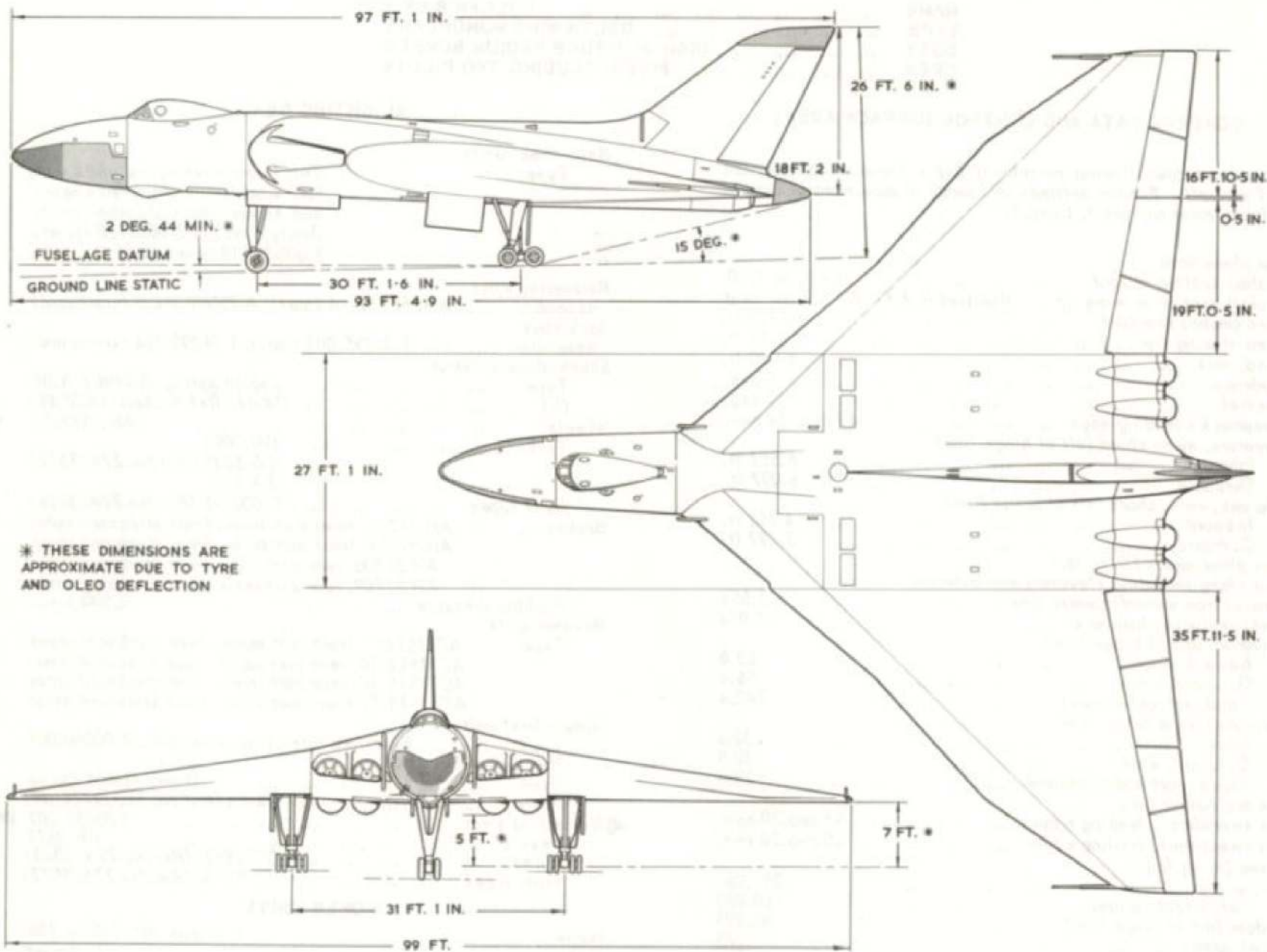


Fig. 1. General arrangement Mk. I. aircraft.

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DE-ICING SYSTEM

Windows

Tank (Pre-Mod.549)	
Capacity	21 pints
Tank (Post-Mod.549)	
Capacity	96 pints
Fluid	Alcohol AL-8 (Ref.No.34B/9100475; N.A.T.O. Code No. S-738)

FIRE-PROTECTION SYSTEM

Extinguishers - engines

Type	Mk.13A, methyl bromide, 12 lb. (Ref.No.27N/99)
Number	Four

Extinguishers - wing tanks

Type	Mk.14A, methyl bromide, 12 lb. dual head (Ref.No.27N/102)
Number	Twelve

Extinguishers - fuselage tanks

Type	Mk.13A, methyl bromide, 12 lb. (Ref.No.27N/99)
Number	Four

Extinguishers - leading edge

Type	Mk.13A, methyl bromide, 12 lb. (Ref.No.27N/99)
Number	Six

Crews cabin

Type	34H bromochlorodifluoromethane (Ref.No.27N/299)
Number	Five

External compartment

Type	34H bromochlorodifluoromethane (Ref.No.27N/299)
Number	One

NITROGEN AND FUEL TANK PRESSURISATION SYSTEM

Cylinders	Mk.10A (Ref.No.6D/9430574)
Number	Twelve
Charging pressure	1,800 p.s.i.
Capacity (each)	2,250 litres

NITROGEN PURGE - FLIGHT REFUELLING

Cylinder	Mk.5D (Ref.No.6D/9429890)
Number	One
Charging pressure	1,800 p.s.i.
Capacity	750 litres

AIR SPEED INDICATING SYSTEM

Pressure heads (Pre-Mod.336)	Mk.9 (Ref.No.6A/2959)
Pressure heads (Post-Mod.336)	Mk.9C (Ref.No.6A/4835)

Position	One on each wing tip
Incidence	2 deg. 30 min. to wing chord
Setting tolerance	± 15 min.

OXYGEN SYSTEM

Type	Mk.17 - demand system
Cylinders	Wire-wound Mk.10A (Ref.No.6D/9429900)
Number	Eight
Charge pressure	1,800 p.s.i.
Capacity (each cylinder)	2,250 litres

SAFETY EQUIPMENT

Ejection seats

First pilot	Mk.3 K1 (Ref.No.27L/50012)
Second pilot	Mk.3 K2 (Ref.No.27L/50013)

Dinghy

Type	M.S.5 Mk.1 (Ref.No.27C/2324)
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ELECTRICAL SYSTEM

Wiring system	Single pole, earth return
Type	S.B.A.C. and AVRO
Generators (four)	112-volt d.c. 22½ Kw.
Type	Rotax Type 551 (Ref.No.5UA/7440) or Rotax Type 551A (Ref.No.5UA/7441)
Voltage regulators	Type 90 (Ref.No.5UC/5522)
Thermal switches	Type 1A, No.2 (Ref.No.5CW/4407)
Batteries (five)	24-v, 40 a.h. Type K2 (Ref.No.5J/3483)
Rotary transformers (three)	Type A.M.1050 (Ref.No.5UB/5504)
Voltage regulators	Type 66 (Ref.No.5UC/5524)

BOMBING GEAR

AV 176	Special carrier plus AV 241 fittings	(1 off)
AV 177	Twin carrier plus AV 181 and AV 152 fittings	(1 off)
AV 179	Septuple carrier	(3 off)
AV 180	Quintuple carrier	(2 off)
AV 222	Ten-way carrier	(3 off)
AV 192	Carrier pick-up units	(6 max.)

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LEADING PARTICULARS

NAME	VULCAN B MK.1A
TYPE	DELTA WING MONOPLANE
DUTY	HIGH ALTITUDE, MEDIUM BOMBER
CREW	...	...	...	...	...	FIVE, INCLUDING TWO PILOTS

GENERAL DATA AND CONTROL SURFACE AREAS

For main aircraft dimensions refer to Fig.1. - General arrangement Mk.1A aircraft. For the settings and range of movement of control surfaces refer to Sect.3, Chap.4 and 4A.

<i>Main plane data</i>	
Aerofoil section at root	... .. N.A.C.A.0010
Aerofoil section at wing tip	... Modified R.A.E, 6.7 per cent
Chord (mean) standard	... .. 40.238 ft.
Chord at wing tip	... .. 8.16 ft.
Chord, root	... .. 63.40 ft.
Incidence	... .. 5 deg.
Dihedral	... .. 0 deg.
Sweepback - leading edge	... .. 49 deg.54 min.
<i>Elevators, mean chord (aft of hinge line)</i>	
Inboard	... .. 6.552 ft.
Outboard	... .. 6.097 ft.
<i>Ailerons, mean chord (aft of hinge line)</i>	
Inboard	... .. 4.263 ft.
Outboard	... .. 3.497 ft.
<i>Main plane areas (in sq. ft.)</i>	
(gross) from aircraft centre line	... .. 3,554
(net) excluding fuselage	... .. 2,974
<i>Elevators (aft of hinge line)</i>	
Inboard, each	... .. 63.8
Outboard, each	... .. 56.4
Total (effective area)	... .. 240.4
<i>Ailerons (aft of hinge line)</i>	
Inboard, each	... .. 32.2
Outboard, each	... .. 32.5
Gross, port and starboard	... .. 129.4
<i>Fin and rudder data</i>	
Fin, sweepback, leading edge	... .. 49 deg. 30 min.
Fin, sweepback, trailing edge	... .. 25 deg. 30 min.
<i>Areas (in sq.ft.)</i>	
Fin, Gross	... .. 261.421
Net	... .. 159.996

Rudder (aft of hinge line)	... .. 58.573
Total, Gross	... .. 330.00
Net (effective area)	... .. 218.65

ALIGHTING GEAR

Main-wheel units
Type

Two forward retracting units with four wheeled, eight-tyred bogies and single shock-absorber strut. Dowty Part No. 2.00029.017 (port), 2.00029.018 (starboard).

Retracting strut assembly	... A.7558Y Mk.A (port, A.7558Y Mk.B (starboard)
Jack strut assembly	... 1.01295.003 (port), 1.01295.004 (starboard)

<i>Shock-absorber strut</i>	
Type	... .. Liquid spring, 0.8486Y B.01
Oil	... .. OX-16 (Ref.No.34B/9423149)
Wheels	... .. AH.9982/13
Tyres	... .. DR.0098 GA.3225 (Ref.No.27A/3377) ZA.167

Inner tubes	... .. DT.0007/1 (Ref.No.27A/3526)
Brakes	... AH.51238, front port inner, front starboard outer AH.51239, front port outer, front starboard inner AH.51708, rear port inner, rear starboard outer AH.51709, rear port outer, rear starboard inner

Working pressure	... .. 2,500 p.s.i.
<i>Maxaret units</i>	
Type	... AC.61660, front port outer, front starboard inner AC.61662, rear port outer, rear starboard inner AC.61664, rear port inner, rear starboard outer AC.61666, front port inner, front starboard outer

<i>Nose-wheel unit</i>	
Type	... .. Rearward retracting, steerable, 2.00050.004

<i>Shock-absorber strut</i>	
Type Dowty liquid spring
Fluid OX-16 (Ref.No.34B/9423149)

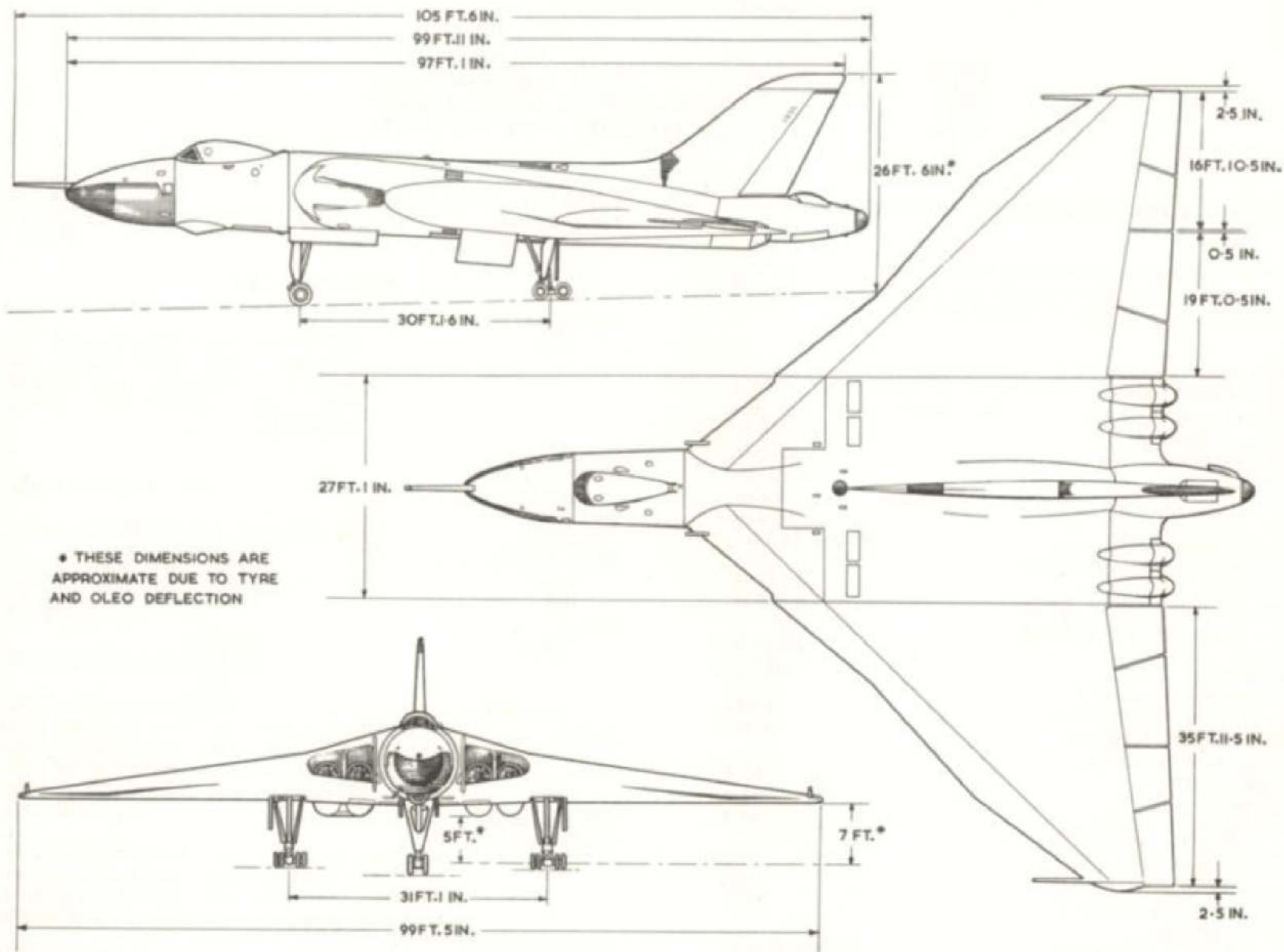


Fig. 1. General arrangement Mk. IA aircraft

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Retracting strut	2.00051.003
Wheels	AH.9527
Tyres ... DC. or DF. 4982, 30 x 9.00-15 (Ref.No.27A/3523)	
Inner tubes	FE.3 (Ref.No.27A/3527)

POWER UNITS

Name	Olympus 101, 102 or 104
Type	Turbo-jet
Number	Four
Oil system	
Type	Integral with engine
Oil	OX-38 (Ref.No.34A/9100591, N.A.T.O. Code No.0-149)
Tank capacity	
Olympus 101	6 gall. oil, 4 gall. air space
Olympus 102	6.5 gall. oil 3.5 gall. air space
Olympus 104	7 gall. oil, 3 gall. air space
Engine capacity	1 gall. approx.
Starting system	Electrical
Starter motor	Rotax C.8601 (Ref.No.37F/5502)
Engine-driven auxiliaries	
Hydraulic pumps	Dowty A.8003Y/4000 (Ref.No.37J/8002)
Generators	2 1/2 Kw. Rotax Type 551 (Ref.No.5UA/7440) or Rotax Type 551A (Ref.No.5UA/7441)

FUEL SYSTEM

Fuel	AVTAG. (Ref.No.34A/9100448)
Fuel pumps, main	S.P.E.808, Mk.2
Fuel pumps, auxiliary	S.P.E.106, Mk.1
Fuel transfer pumps	B.P.8, Mk.4
Fuel low pressure warning switch setting	5 p.s.i.
Refuelling valves	F.R. Mk.40
Rate of flow	50 gall. per min.
Tanks	Fourteen

HYDRAULIC SYSTEM

Pumps	
Type	Dowty A8003Y/4000, (Ref.No.37J/8002)
Number	Three
Working pressure	3,600 p.s.i.
Off-load pressure	4,000 p.s.i.
Peak pressure	4,400 p.s.i.

Reservoir	Dowty A.6785Y
Capacity (to filling level)	2 1/2 gall. (approx.)
Fluid	Oil OM-15 (Ref.No.34B/9100572) N.A.T.O. Code No.H-515
System capacity	12 gall.

EMERGENCY AIR SYSTEM

Cylinders	Mk.5F (Ref.No.6D/9429887)
Number	Two
Charging pressure	3,000 p.s.i.
Capacity (each)	1,250 litres

PNEUMATIC SYSTEM - ENTRANCE DOOR

Cylinders	Mk.5F (Ref.No.6D/9429887)
Number	Two
Charging pressure	2,000 p.s.i.
Capacity (each)	1,250 litres

PNEUMATIC SYSTEM - H2S SCANNER

Cylinder	Mk.5D (Ref.No.6D/9429885)
Number	One
Charging pressure	1,800 p.s.i.
Capacity	750 litres

PNEUMATIC SYSTEM - T4 BOMBSIGHT

Cylinder	Mk.5D (Ref.No.6D/9429885)
Number	One
Charging pressure	2,000 p.s.i.
Capacity	750 litres

AIR CONDITIONING SYSTEM

Turbine unit	
Type	BT.15 (Ref.No.27UA/493)
Oil	OX-38 (Ref.No.34B/9100591) N.A.T.O. Code No.0-149
Capacity	210 c.c.

FLYING CONTROL SYSTEM

Power units

Type									
Aileron (four)	...	...	...	...	...	...	...	...	P112
Elevator (four)	...	...	...	...	...	...	...	...	P113
Rudder (duplex)	...	...	...	...	...	...	...	...	P114
Oil	...	...	...	...	...	...	...	OM-15 (Ref.No.34B/9100572 N.A.T.O. Code No. H-515)	

Capacity (each)

Aileron	...	...	...	...	...	...	...	...	6 pints
Elevator	6¼ pints
Rudder	8 pints

Gearboxes

Oil	OX-23 (Ref.No.34B/9423150 N.A.T.O. Code No.0-158)	
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Capacity	60 c.c.
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Air brakes

Oil, (gearboxes)	OX-14 (Ref.No.34B/9100589 N.A.T.O. Code No.0-147)	
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DE-ICING SYSTEM

Windows

Tank (pre Mod.549)	21 pints
Capacity	
Tank (post Mod.549)	96 pints
Capacity	...	...	...	...	...	...	...	...
Fluid	...	...	...	...	...	...	...	Alcohol AL-8 (Ref.No.34B/9100475 N.A.T.O. Code No.S-738)	

FIRE PROTECTION SYSTEM

Extinguishers - engines

Type	...	...	...	...	...	...	...	Mk.13A, methyl bromide, 12 lb. (Ref.No.27N/99)	
Number	...	...	...	...	...	...	...	...	Four

Extinguishers - wing tanks

Type	...	...	...	...	...	...	...	Mk.14A, methyl bromide, 12 lb. dual head (Ref.No.27N/102)	
Number	...	...	...	...	...	...	...	...	Twelve

Extinguisher - fuselage tanks

Type	...	...	...	...	...	...	...	Mk.13A, methyl bromide, 12 lb. (Ref.No.27N/99)	
Number	...	...	...	...	...	...	...	...	Four

Extinguishers - leading edge

Type	...	...	...	...	...	...	...	Mk.13A, methyl bromide, 12 lb. (Ref.No.27N/99)	
Number	...	...	...	...	...	...	...	...	Six

Crew's cabin

Type	...	...	...	...	...	...	...	...	34H bromochlorodifluoromethane (Ref.No.27N/299)
Number	...	...	...	...	...	...	...	...	Five

External compartment

Type	...	...	...	...	...	...	...	...	34H bromochlorodifluoromethane (Ref.No.27N/299)
Number	...	...	...	...	...	...	...	...	One

NITROGEN AND FUEL TANK PRESSURISATION SYSTEM

Cylinders	...	...	...	...	...	...	...	Mk.10A (Ref.No.6D/9430574)	
Number	...	...	...	...	...	...	...	...	Twelve
Charging pressure	...	...	...	...	...	...	...	...	1,800 p.s.i.
Capacity	...	...	...	...	...	...	...	...	2,250 litres

NITROGEN PURGE - FLIGHT REFUELLING

Cylinder	...	...	...	...	...	...	...	Mk.5D (Ref.No.6D/9429890)	
Number	...	...	...	...	...	...	...	...	One
Charging pressure	...	...	...	...	...	...	...	...	1,800 p.s.i.
Capacity	...	...	...	...	...	...	...	...	750 litres

AIR SPEED INDICATING SYSTEM

Pressure heads (pre Mod.828)	...	...	...	...	...	...	...	Mk.9C (Ref.No.6A/4835)	
Pressure heads (post Mod.828)	...	...	...	...	...	...	...	Mk.9E (Ref.No.6A/5411)	
Position	...	...	...	...	...	...	...	...	One on each wing tip
Incidence	...	...	...	...	...	...	...	...	2 deg. 30 min. to wing chord
Setting tolerance	...	...	...	...	...	...	...	...	± 15 min.

OXYGEN SYSTEM

Type	...	...	...	...	...	...	...	Mk.17 - demand system	
Cylinders	...	...	...	...	...	...	...	Mk.10A (Ref.No.6D/9429900)	
Number	...	...	...	...	...	...	...	...	Eight
Charge pressure	...	...	...	...	...	...	...	...	1,800 p.s.i.
Capacity (each cylinder)	...	...	...	...	...	...	...	...	2,250 litres

SAFETY EQUIPMENT

Ejection seats

First pilot	...	...	...	...	...	...	...	Mk.3 K1 (Ref.No.27L/50012)	
Second pilot	...	...	...	...	...	...	...	Mk.3 K2 (Ref.No.27L/50013)	
Dinghy	...	...	...	...	...	...	...	Type MS.5 Mk.1 (Ref.No.27C/2324) or Type MS.5 Mk.2 (Ref.No.27C/2376)	

RESTRICTED

ADDITIONAL AIRBORNE EQUIPMENT

Pneumatic system	
Cylinders	Mk.5F (Ref.No.6D/9429887)
Number	Two
Charging pressure	3,000 p.s.i.
Capacity	1,250 litres
Water/glycol system	
Reservoir	Dowty 1.00467.101
Capacity (to filling level)	7½ pints
Air space	110 cu.in.
System capacity	7½ gall.(approx.)
Fluid	A.L.-26 (Ref.No.34B/1407)
Pumps (with non-return valve)	
Number	Two
Capacity (each)	300 g.p.h. at 10 p.s.i.
Refrigeration system	
Cooling pack	Godfrey Type V.C.P.1 Mk.1 (Ref.No.27UA/1716)
Refrigerant	Arcton 11 or Freon 11
Weight of refrigerant charge	11 lb.
Oil	Aeroshell 300 (Ref.No.34B/1430)
Oil capacity	300 c.c.
Condenser	D1177/24
Turbine geared alternator	
Type	T.G.A.30
Output	30k.VA
Gearbox	
Oil capacity	4½ pints (approx.)
Oil	OX-38 (Ref.No.34B/9100591) N.A.T.O. Code No.0-149)

ELECTRICAL SYSTEM

Wiring system	Single pole, earth return
Type	S.B.A.C. and Avro
Generators (four)	112-volt d.c. 22½ Kw.
Type	Rotax Type 551 (Ref.No.5UA/7440) or Rotax Type 551A(Ref.No.5UA/7441)
Voltage regulators	Type 90 (Ref.No.5UC/5522)
Thermal switches	Type 1A, No.2 (Ref.No.5CW/4407)
Batteries (five)	24-v, 40 a.h., Type K2 (Ref.No.5J/3483)
Rotary transformers (three)	Type A.M.1050 (Ref.No.5UB/5504)
Voltage regulators	Type 66 (Ref.No.5UC/5524)

BOMBING GEAR

AV.192 Carrier hoisting and suspension units	6 max.
with	
AV.176 Special carrier plus AV.241 fittings	1 off
or	
AV.176 Special carrier plus AV.258 fittings	1 off
or	
AV.179 Septuple carrier	3 off

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