

SAFETY PRECAUTIONS VULCAN B MK.1 AND 2

1. All personnel are warned of the extreme danger of interfering with the cartridge detonator operated jettison equipment. Under no circumstances are tradesmen to commence work on items containing cartridge operated ejection equipment without first ascertaining from the Armament Man that it is safe to do so.
2. All types of ejection cartridges and detonators are to be removed and fitted by an Armament Man only. Ejection seat primary and drogue gun cartridges and canopy ejection cartridges are to be removed before the ejection seat is raised on the guide rails.
3. On entering the cockpit it is the responsibility of the individual to ascertain that the position of the safety devices on the 1st and 2nd pilots seats, canopy jettison gun, and canopy release handles are as follows :-
  - Safety pin through sear of primary firing unit.
  - Safety pin through trip lever of time delay unit.
  - Safety pin through seat pan firing handle.
  - Safety pin through sear of guillotine, if fitted.
  - Safety pin through sear of canopy jettison gun.
  - Pip pins behind canopy jettison handles.
4. Silicon Grease. Care is to be taken to prevent grease making contact with the eyes.
5. Care is to be taken not to spill synthetic oil as it has an injurious effect on aircraft finishes and electrical leads. If any is spilled, it is to be cleaned off immediately. Synthetic oils are also injurious to the hands, therefore a prophylactic ointment is to be applied to the hands before commencing work.
6. Aircraft Jacking. Whenever it is required to check or adjust the undercarriage door settings or to carry out a retraction test the fuel load is to be adjusted to 40%±5%.
7. Functional Check of Hydraulic Components. After fitting of hydraulic operated components, the initial check of movement, using the Mk.3 test rig, is to be carried out on the hand pump. Final functional checks only are to be carried out using the power driven pump.
8. Undercarriage Emergency Lowering. When emergency air has been used to lower the undercarriage no attempt is to be made to retract the undercarriage until the emergency release has been reset, & all air has been bled from the system. Neglect of these precautions may expose the hydraulic reservoir to severe pressure & result in serious damage. After lowering the undercarriage by air, ensure that the u/c emergency air bottles are pressurised to 3000 psi, before a further retraction test is carried out.
9. On no account are two or more fuel contents gauge push switches to be operated simultaneously, otherwise damage to the gauges will result.
10. Under no circumstances is the bomb door switch guard to be removed or the bomb door switches to be operated except under the direct supervision of the NCO i/c Aircraft Servicing.
11. Bomb Door Emergency System. Whenever the Bomb Door Emergency System is used for ground servicing the emergency selector switch is to be returned to the "NORMAL" centre position immediately the bomb door cycle is completed. Failure to observe

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this procedure may result in serious damage to the bomb doors at the next "Normal selection". If for any reason the "Emergency Selector Switch" is left in the selected position for a period in excess of one minute after the cycle is completed, the next operation of the switch is to be the same as the last, i.e. If the "Emergency Open" has been selected and the switch left in the OPEN position for more than one minute, the next operation must be an Emergency Open adhering to the safety instructions already given to centralise the Emergency selector switch when the cycle is completed.

12. Control of Power Supplies. If power is required "ON" at any time during servicing, report to the NCO i/c Aircraft Servicing.

13. Electrical Connections. Disconnection, reconnection or removal of electrical components, to facilitate other servicing, is to be carried out only by the Electrical Tradesman.

14. Air Intakes. Before entering Air Intakes for servicing or any other purpose:-

- a. The aircraft is to be placed nose into wind.
- b. A warning notice is to be displayed in the cockpit.
- c. An audible contact is to be maintained with a "Safety Man" positioned at the entrance to the air intake.
- d. The engine is not to be turned except by the person in the Air Intake.
- e. All loose articles are to be removed from clothing and special care is to be taken to ensure no loose objects roll into the compressor.
- f. Engine Master Start Switch is to be at SAFE.

15. Canopy Jettison Mechanism. Whenever servicing is to be carried out on the canopy jettison mechanism, ensure that the pip pins are removed from the pilot's canopy control levers.

16. Canopy Jettison Mechanism. Before any servicing to the canopy jettison mechanism is carried out, the emergency air cylinder must be discharged.

17. Engine Compartment Doors.

- a. When the aircraft is on jacks, engine compartment doors are not to be opened until nose support trestle is in position.
- b. Before opening engine compartment doors, ensure jury struts are fitted in main undercarriage wheel compartment.
- c. Engine compartment doors are to be closed and fastened before aircraft towing is commenced.

18. Cabin Pressure Tests.

- a. All personnel engaged inside the aircraft during pressure tests are to be approved by the Medical Officer as being physically fit for the work.

b. Only ground test rig Ref. No. 4F/2013 or 4F/1869 is to be used for cabin pressure testing and is only to be used and operated by authorised personnel. The relief valve on the test rig is not to be set above 10 psi.

c. When personnel occupy the cabin during pressure test, communication is to be maintained with personnel outside the aircraft.

d. When the cabin is occupied during pressure test, the rates of change of pressure using the ground rig are not to exceed the equivalent of 2,000 ft. per min. If the tests are carried out using the engines, the maximum permissible rate of change is 1,000 ft. per min.

e. Before cabin pressure testing is commenced the aircraft is to be moved clear of other aircraft and personnel not actively engaged in the work.

19. Microwave Radiation Hazard. There is a microwave radiation hazard from the following equipment:-

a. NBS. Danger Area 20 ft. radius from scanner.

b. Red Steer Danger Area 37 ft. semi-circle to rear of aircraft.

c. Green Satin Danger Area 5 ft. beneath Aerial.

d. Counterpoise Aerial Danger Area 5 ft. radius from centre aerial. Prior to ground transmission these areas are to be roped off and warning notices displayed.

20. Work in Radome. Before entering the radome all personnel are to ensure that the scanner azimuth locking pin is disengaged by NBS NCO. When all personnel and equipment are clear of the radome the NBS NCO is to be informed and asked to re-engage the pin.

21. Voltages in excess of 100 volts, either AC or DC, 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 test or adjustments be made with the electrical power switched on the greatest care must be exercised.

22. Rear Crew Members Seats (Post Mod 1696). Before commencing servicing on or near the rear crew members seats ensure that:-

a. The pip pins are removed from the air bottles operating lever on the port and starboard seats.

b. The safety pin is fitted to the assistor cushion operating handle in the centre seat.

c. The seat backs are raked to release the spring pressure. Release of the seat back should be done with extreme care to avoid injury, particular attention being paid to the swivel points between seat back and seat pin.

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