

Olympus 201 Series

Section 25

Safety Precautions Vulcan B. Mk. 1 and 2

1. All personnel are warned of the extreme danger of interfering with the cartridge and 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. Before entering a cockpit or compartment to commence servicing on or near an ejection seat ALL tradesmen are to report to the Airframe or Aircraft N.C.O. immediately in charge of the aircraft (whichever is applicable) and request that all safety pins be correctly positioned to ensure safety to the tradesman. This N.C.O. is the ONLY person allowed to transfer the safety pins. The tradesman is again to report to the N.C.O. on completion of the servicing.
4. Before opening engine servicing doors ensure that the jury struts are fitted in the main undercarriage wheel bays.
5. The discharge from the high energy igniter equipment can be lethal, therefore, before commencing any servicing on the high energy plugs, or on the H.T wiring, the low tension supply lead to the input plug is to be disconnected by the Electrical Man and a period of one minute allowed to elapse. This allows the dissipation of the stored capacity energy and prevents inadvertant discharge. The high energy igniter is not to be operated with the H.T. leads disconnected.
6. Ensure master start switch is at SAFE before entering the intake tunnel.
7. 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.
8. Before entering the intake, ALL loose items are to be removed from clothing and special care is to be taken to ensure that no loose objects roll into the compressors.
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 Crew Chief i/e Aircraft Servicing.
11. Before commencing any servicing in the bomb bay ensure that the bomb door selector switch guard is fitted.
12. Engine bay doors are to be closed and fastened before towing commences.
13. When the aircraft is on jacks, engine bay doors are not to be opened until nose support trestle is in position.

14. 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 test or adjustments be made with the electrical power switched on the greatest care must be exercised.

15. On Vulcan Mk. 2 aircraft, before any servicing commences on the A.A.P.P. installation, ensure that live cartridges have been removed from the cartridge breeches and replaced with clean empty cases complete with sealing O rings.

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