

OLYMPUS 202/301  
SECTION 14  
SAFETY PRECAUTIONS

Introduction ..

AP 4505B Vol Pt 1 Bk 2 contains all lethal warnings, safety precautions and servicing notes applicable to Vulcan B.2 aircraft. Their application to all servicing operations is mandatory. The following extracts from the AP are of particular interest to the engine trade.

1. Assisted Escape Systems

On entering the cabin it is the responsibility of the individual that the position of the safety devices satisfies the minimum standard permissible stated below. If they do not, he is to report the fact to the NCO IC the aircraft who will detail the appropriate tradesman to rectify the matter.

a. Ejector Seats (1st, 2nd Pilot) - check:

- (1) Pin through ejection gun firing unit sear **R**
- (2) Pin through time delay unit trip lever pawl.
- (3) Pin through seat pan firing handle.
- (4) Pin through guillotine firing unit sear **[REDACTED]**.

b. Canopy Jettison - check:

- (1) Pip pin removed from canopy release mechanism operating link and attached safety pin fitted in sear of canopy jettison gun.
- (2) Pip pin fitted behind canopy jettison handles at 1st and 2nd pilot's positions.

c. Rear Crew Members Seats - check:

- (1) Pip pin removed from air bottle operating lever on port and starboard seats.
- (2) Port and starboard seat backs are raked to release spring pressure.
- (3) The safety pin is fitted to the assister cushion operating handle in the centre seat.

2. High Energy Ignition

Before commencing any servicing of high energy units or high tension cables, the High Energy ignition fuses are to be removed and a period of one minute allowed to elapse to allow dissipation of stored capacitor energy.

3. Microwave Radiation Hazard

This hazard exists from certain equipment on the aircraft. All personnel are to keep clear of the roped off areas when warning notices are employed.

4. Cartridge Operated Equipment

Personnel are warned of the danger of interfering with cartridge operated equipment fitted to this aircraft (eg Fire Bottles). Under no circumstances are tradesmen to work on this equipment without ascertaining from the NCO IC Aircraft servicing that it is safe to do so.

5. Turbo Combustion Starter

Before any servicing is commenced, the starter breeches are to be unloaded.

6. Control of Power Supplies

The NCO IC Aircraft Servicing is to be informed whenever power is required.

7. Control of Electrical Circuits during Refuelling & Defuelling

During defuelling or refuelling operations, only those circuits essential for these operations are to be live.

8. Air Intakes and Jet Pipes

Personnel are to ensure that the following instructions are obeyed before entering air intakes or jet pipes for servicing or any other purpose:

- a. The aircraft is to be placed nose or tail into wind.
- b. A warning notice is displayed in the cockpit.
- c. Verbal contact is to be maintained with a safety man positioned at the entrance to jet pipe or air intake.
- d. The engine is not to be turned except by the person in the air intake or jet pipe.
- 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. The rapid start system is to be made safe by having the fuses removed.

9. High Pressure Gas/Air Systems

Before any work is carried out on any part of a high pressure gas/air system, the system is to be depressurised completely. A certificate to this effect is to be made in the F.700 and signed by the NCO IC Servicing before any work is authorised. Before system pressure testing, a detailed examination of system joints is to be carried out so as to eliminate the risk of high velocity leakage.

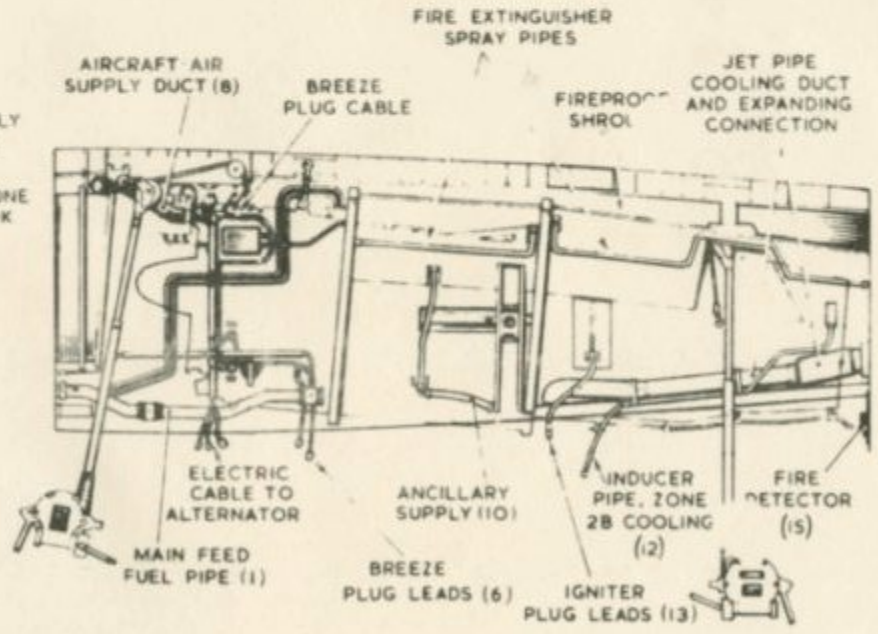
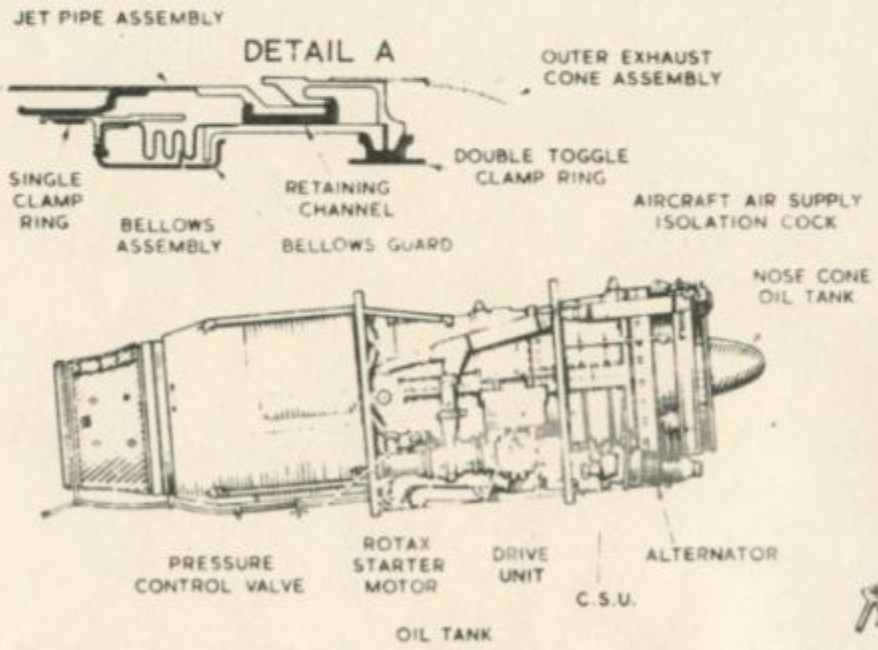
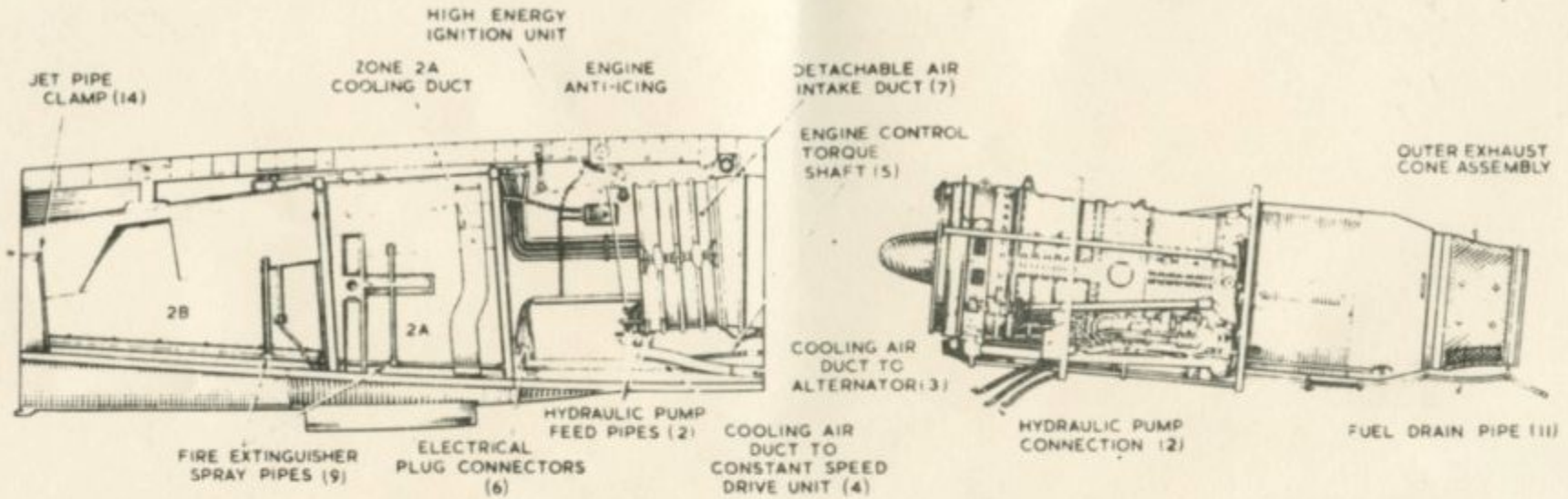
10. Fuel Tank Servicing

All personnel concerned with fuel tank servicing must be aware of the safety precautions regarding illumination, tools, safety men and protective clothing and air supplies.

11. Ram Air Turbine

Prior to any servicing necessitating lowering of the Ram Air Turbine, the tradesman concerned is to ensure that Fuse 813 in Panel 19P is removed, and not refitted until servicing is completed.

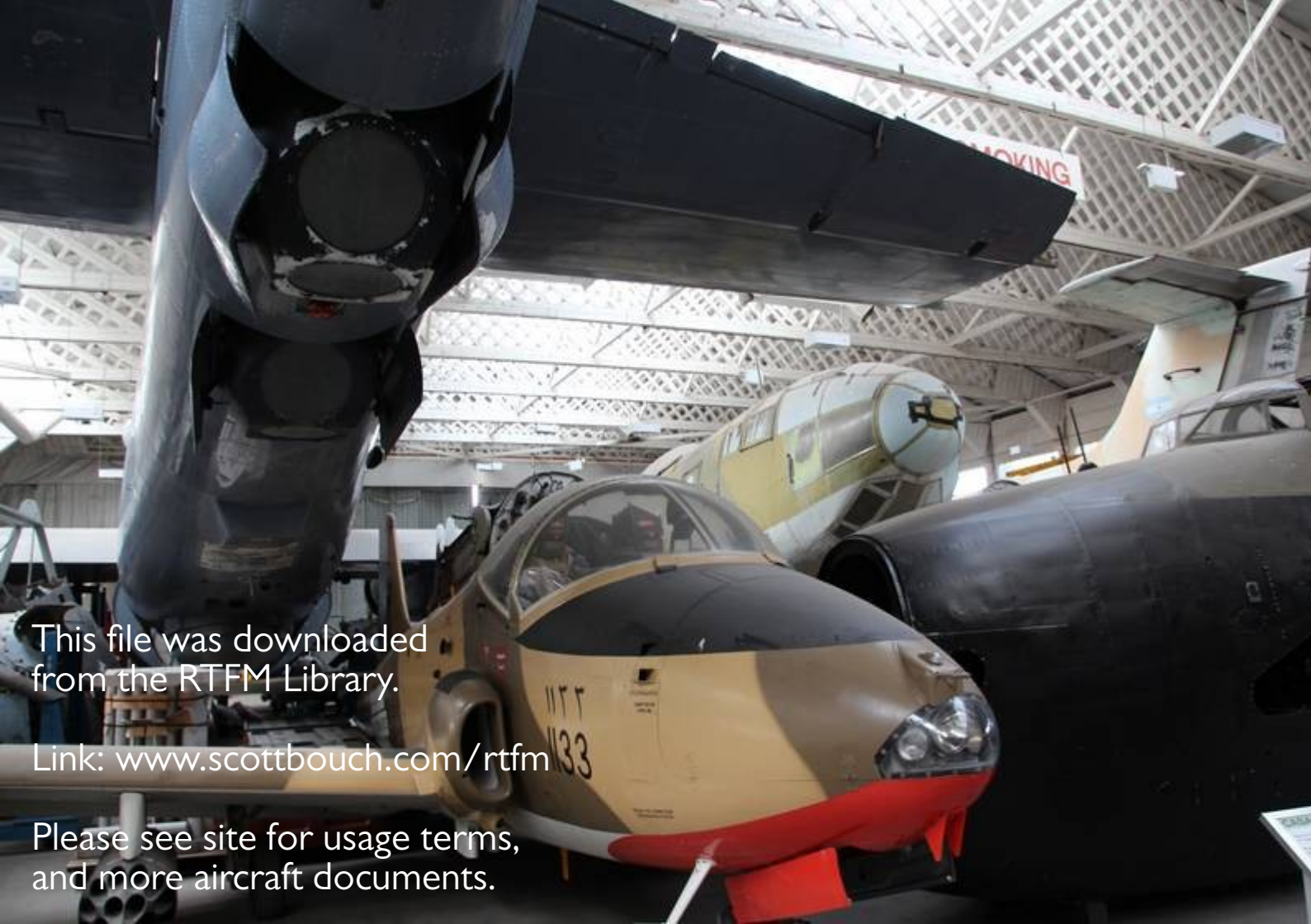
12. Bomb Door Switch Guard fitted.



No. 2 ENGINE SHOWN

Fig. 9 Engine removal (1)

RESTRICTED



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