

RESTRICTED

LIGHTNING T.MK. 55 AIRCRAFT

ROYAL SAUDI AIR FORCE

VOL 1

ILLUSTRATED PARTS CATALOGUE

BOOK 1

**BRITISH AIRCRAFT CORPORATION
PRESTON DIVISION**

**PUBLICATION BAC 55
(SA) - 3**

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MEMORANDUM OF INSTRUCTIONS

1. CONTENTS

This schedule contains a list of the Airframe Spare Parts embodied in LIGHTNING MARK 55 aircraft and of other items of equipment fitted to this aircraft. The R.A.F. Vocabulary Section allotted to Lightning Airframe Spares is 26DK.

2. DEMANDS

Demands for the parts required to make an airframe serviceable are invariably to quote the Serial Number of the Aircraft. Units are to demand parts for this airframe under Section 26DK except where the schedule states otherwise. Where the schedule states that a part is held under another Vocabulary Section, the demand should quote that section after reference as necessary to the appropriate publications.

3. R.A.F. reference numbers are quoted in this schedule to the extent that they are applicable to the Mark 55 Aircraft; items used on the Mark 55 Aircraft which are not common to R.A.F. aircraft do not bear a reference Number, and only a part number is quoted. Any demands for such items are to quote the Makers Part Number.

4. A reference in this publication to a particular item does not imply that it is being supplied as a spare under contract; it will be necessary to refer to the contract for details of items ordered. This publication gives general information on the breakdown of the aircraft which goes beyond the range of spares normally required for day-to-day servicing; this is to assist in the identification of items which may in special circumstances be required as spares and which would be the subject of special orders.

5. Parts qualified by the symbol 'LM' are to be manufactured by units. If it is found that manufacture is beyond unit capacity, consideration should be given to fitting the assembly of which this item is a part provided that the assembly has been ordered as a spare. If this course is not possible, the 'LM' item should be the subject of a special order endorsed 'Unable to manufacture locally'

6. MODIFICATIONS (CLASSES 1 OR 2)

When an item is introduced by a modification the modification number is shown after the description of the item. Redundant items are deleted from the text.

7. MODIFICATIONS (CLASSES 3 AND 4) AND AMENDMENTS

When an item is introduced by this authority the No. is shown after the description. Parts rendered redundant are not to be deleted from the publication, but the description of these items must include the additional words '(PRE-MOD.)'. New items added must include, in the description, the words '(MOD.)'.

8. OBSOLESCE STOCK

An asterisk (*) shown in the Part No. column of an item indicates that no further purchase of the item will be made but that stocks will be issued until they are exhausted.

9. NUMBERS OFF

The figure in the Number Off column indicates:-

- (a) The quantity required per airframe when the description is NOT indented.
- (b) The quantity required per assembly or sub-assembly when the description IS indented.

10. COMPILATION OF TEXT

The multi-indentation system has been used in which the main assemblies, sub-assemblies, groups and detail items indicate their relationship by the indentation of the descriptive titles. The indentation is in accordance with the following outline:-

- (a) The Main Assembly starts at the left-hand margin and is printed in capital letters.
- (b) First division:-
Sub-assemblies, groups or detail parts of the Main Assembly are indented one space.
- (c) Second division:-
Groups or detail parts which are components of a Sub-assembly or group are each indented a further space.
- (d) Third and subsequent divisions:-
In sequence.

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11. MAIN ASSEMBLY DRAWINGS

Where for descriptions or identification purposes only a Main Assembly is shown, that drawing number is shown in brackets at the end of the description.

12. PIPE LINES, ELECTRICAL AND FLEXIBLE CABLES

Local manufacture of these items is intended wherever possible. Charts showing the various materials and parts required are included as appendices at the end of the schedule.

13. AMENDMENT LISTS

Amendments are to be correctly inserted and recorded in the Amendment Certificate which is to be found in front of the schedule. Manuscript amendments are to be made in ink. The Amendment Lists are numbered consecutively and will be issued as required.

14. ASSOCIATED PUBLICATIONS

It will be necessary to refer to associated schedules of spare parts for airframe accessory equipment in conjunction with this schedule; these schedules will be found in the A.P. 4515 series. Various other spare parts schedules are likewise likely to be required, and a general guide to publication numbers will be found in A.P. 1086 Book 1.

15. CLASSIFICATION OF EQUIPMENT

The R.A.F. system of classifying equipment has been included in this schedule as a general guide to the value and importance of the items and to assist if necessary in accounting. This system divides all items into Class 'A', 'B' and 'C', the definitions of which are as follows:-

CLASS 'A' - Class 'A' items are those which remain on charge, which cannot be replaced except on return to store and which are:-

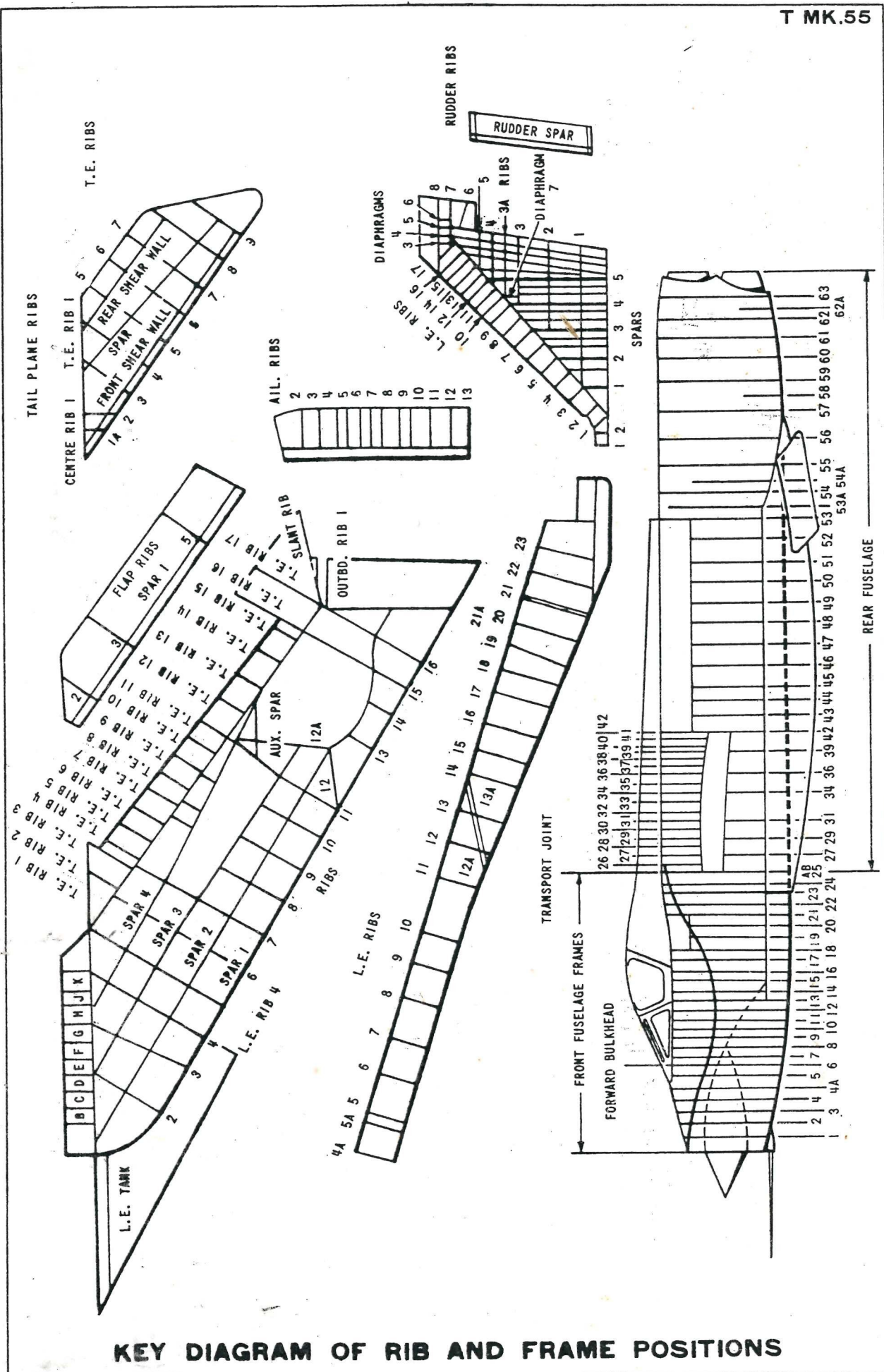
- (i) Capable of economic repair beyond station capacity (taking into consideration the value of the item, and cost of transportation and supply position) at repair depots or by Contractors;
or
- (ii) Provisioned on a basis of the repair of unserviceable arisings as necessary to provide a replacement backing for equipment in use;
or
- (iii) Provisioned for life of type, for which the repair of unserviceable arisings is the sole method of maintaining serviceable assets.

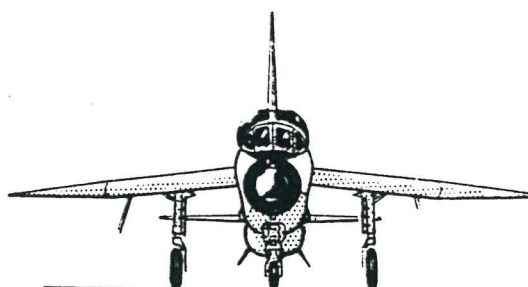
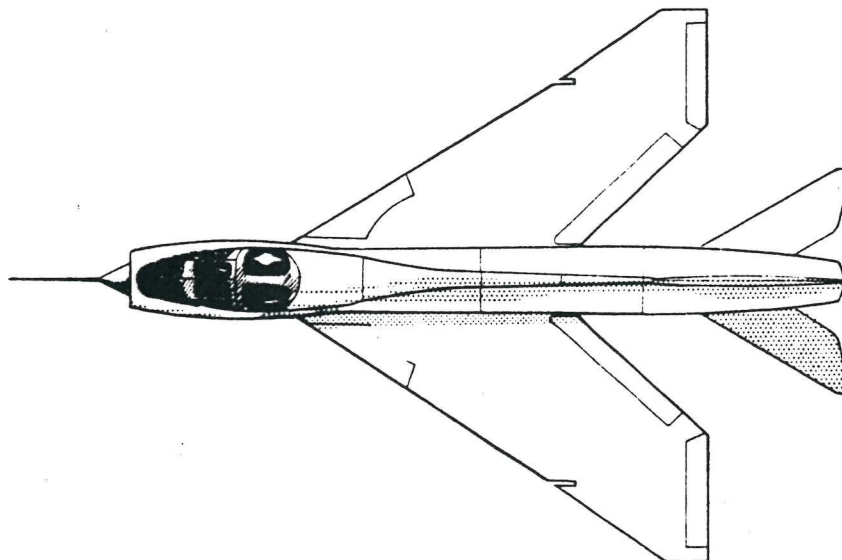
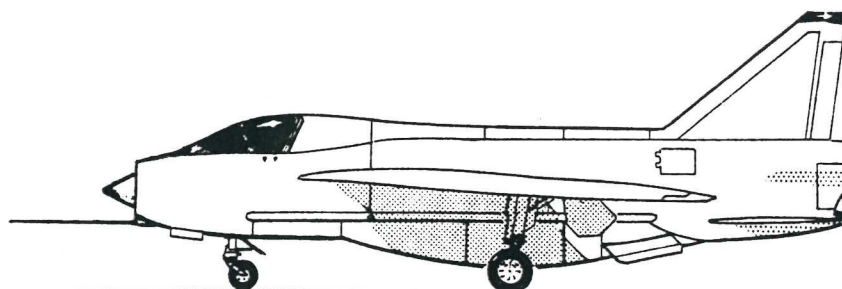
CLASS 'B' - Class 'B' items are those which remain on charge, which cannot be replaced except on return to store, and which are:-

- (i) Attractive, but not Class 'A'; or
- (ii) Capable of economic repair only at station level and not of Low Value.

CLASS 'C' - Class 'C' items are those which do not fall into either Classes 'A' or 'B' they comprise:-

- (i) Consumable items;
- (ii) Low Value and other non-attractive items which, though not consumable in use, are not capable of economic repair; and
- (iii) Low Value non-attractive items which are capable and worthy of repair at station level, such items are to be repaired if it is economical to do so.

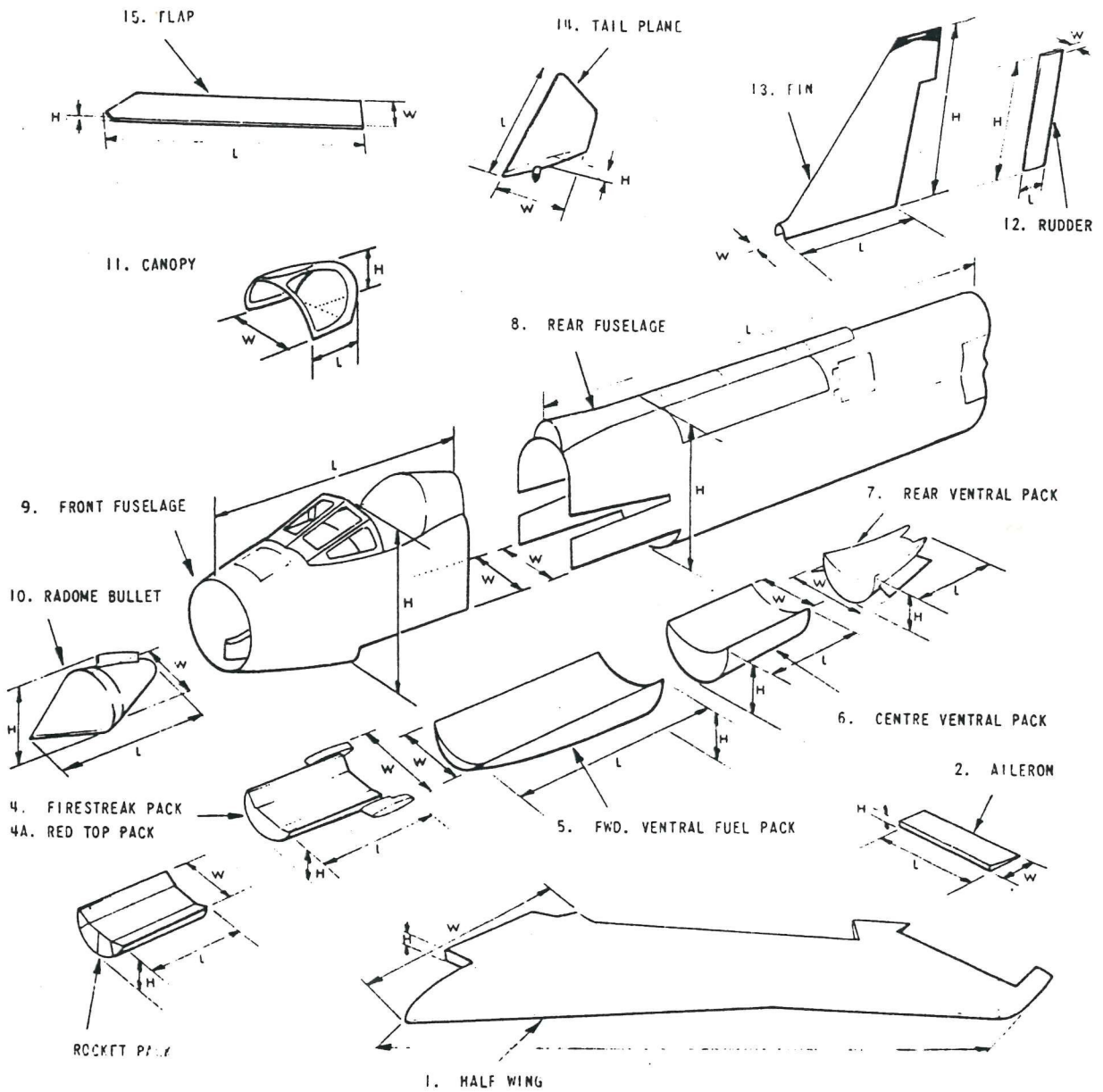




DUTY:- INTERCEPTOR/WEAPON SYSTEM TRAINER

TYPE:- TWIN ENGINE, MID-WING MONOPLANE

DIMENSIONS		AREAS	
WING SPAN	34 FT 10 IN.	MAIN PLANES	
OVERALL HEIGHT	19 FT 7 IN.	WITHAILERONS . . .	474.50 SQ FT
OVERALL LENGTH (INCLUDING PITOT HEAD)	55 FT 3 IN.	AILERONS (2)	
CHORD AT ROOT	18 FT 6 INS.	TOTAL	21.60 SQ FT
CHORD AT TIP (THEORETICAL) . . .	3 FT 4 IN.	TAIL PLANE	75.24 SQ FT
MAIN PLANE ANHEDRAL	3 DEG	FIN INCLUDING	
INCIDENCE, MAIN PLANE	2 DEG	RUDDER	70.50 SQ FT
INCIDENCE, TAIL	VARIABLE	RUDDER	8.84 SQ FT
SWEEPBACK OF MAIN PLANE L/E . .	60 DEG		
SWEEPBACK OF MAIN PLANE T/E . .	51 DEG 56 MIN		
SWEEPBACK OF TAIL PLANE	60 DEG		



	1	2	3	4	4A	5	6	7	8	9	10	11	12	13	14	15
HEIGHT H	1' 5"	4"	1' 2 1/2"	1' 2 1/2"	1' 2 1/2"	2'	3'	3'	8' 4"	8' 4"	3'	2'	6' 10"	9' 7"	6"	6"
WIDTH W	6' 5"	1' 10"	3' 9 1/2"	5' 11"	5' 11"	4' 2 1/2"	4' 2 1/2"	5' 7"	4' 2"	5' 8"	2' 4 1/2"	2' 5"	2 1/2"	5 1/2"	3' 7"	2' 5"
LENGTH L	31' 8"	6' 11"	5' 7"	5' 7"	6' 7"	11' 1"	7' 1 1/2"	6' 7"	32'	15' 6"	7' 9"	4' 7"	1' 5"	10' 3"	11' 1"	10' 3"
WEIGHT (LB)	2600.4	55.0	325.0	120.0	234.0	449.0	280.0	234.0	2263.0	2023.0	106.0	177.0	29.0	304.0	201.0	133.0

MAJOR ASSEMBLIES