

RESTRICTED

AIR PUBLICATION

101B - 0400 - 6

COVER 1

(Formerly A.P. 4326,

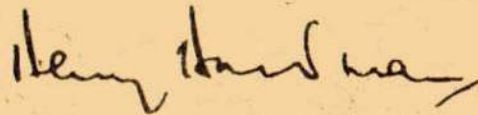
Vol.6, Part 1)

GROUP 101 : AIRCRAFT
SUB GROUP B : FIXED WING AIRCRAFT

CANBERRA AIRCRAFT

REPAIR AND RECONDITIONING INSTRUCTIONS (MINOR REPAIRS)

BY COMMAND OF THE DEFENCE COUNCIL



Ministry of Defence

FOR USE IN THE ROYAL AIR FORCE
(Prepared by the Ministry of Aviation)

(A.L. 77, May 66)

WARNINGS

MICRO WAVE RADIATION HAZARDS

There is a micro wave radiation hazard from certain equipment in the aircraft. To avoid injury to health, all personnel are to keep clear of the areas indicated when warning notices are displayed.

ENTRY INTO CABIN

Before entering the cabin, personnel must report to the N.C.O. i/c the aircraft, who will ensure that all the relevant safety precautions have been taken.

EJECTION SEAT

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 mechanisms 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.

GENERAL

CANOPY JETTISON	:	EXPLOSIVE BOLTS
CREW HATCH JETTISON	:	EXPLOSIVE BOLTS
CONTROL COLUMN RELEASE	:	EXPLOSIVE COLLAR
WING-TIP POD/TANK JETTISON	:	EXPLOSIVE BOLTS

Personnel are warned not to interfere with the controls associated with the above equipment unless the following precautions have been carried out:-

- (a) The internal service batteries and the detonator-circuit emergency batteries are disconnected and no ground electrical supply is connected to the external supply socket.
- (b) The detonator leads are disconnected where necessary.
- (c) The detonators are removed where necessary.

Note...

Detonators are not to be held in the hand. During all operations, detonators must be supported by their electrical leads. Hold the leads near the detonator base. THIS IS MOST IMPORTANT.

H.E. IGNITION UNITS : Possible Lethal Charge

Personnel are warned that in certain circumstances, the energy stored in the capacitors embodied in the H.E. ignition units may be of a lethal nature. As a safety precaution, it is essential after disconnecting the L.T. Plessey plug and socket to wait for at least one minute before handling the unit.

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continued...

ELECTROMAGNETIC COMPATIBILITY

On T Mk.17 aircraft the electrically-initiated explosive devices listed below are screened and therefore not potentially dangerous as long as they remain in situ, regardless of whether or not H.F. radio or radar equipment is being operated. Similarly, engine starter cartridges properly carried in the stowage provided are harmless in these conditions.

Canopy and hatch explosive bolts

Elevator control rod explosive collar

Wing-tip pod/tank explosive bolts

Discharger cartridges

Fire-extinguisher cartridges

Engine starter cartridges

All these devices become potentially lethal however during loading or unloading if, at the same time, H.F. radio or radar equipment is being operated. Therefore:-

- (1) Stores containing electrically-initiated explosive devices are not to be loaded or unloaded during operation of H.F. radio or radar equipment.
- (2) H.F. radio or radar equipment is not to be operated during loading or unloading of stores containing electrically-initiated explosive devices.
- (3) Spare engine starter cartridges in the aircraft stowage are not to be allowed to contact metallic objects while H.F. radio or radar equipment is being operated.

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NOTES TO READERS

The coded system of A.P. reference numbering is now applied to this publication by A.L.No.77, as follows:-

101B-0400-6 Cover 1 (formerly A.P.4326, Vol.6, Part 1)
101B-0400-6 Cover 2 (formerly A.P.4326, Vol.6, Part 2)

New leaves issued subsequently to the introduction of the code reference will bear the coded Air Publication number: the reference caption of existing leaves will be amended only when the leaves are re-issued.

The subject matter of this publication may be affected by Defence Council Instructions, Servicing schedules (Volume 5), or 'General Orders and Modifications' 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 the number of the Amendment List with which it was issued. New or amended technical matter will be indicated by triangles positioned in text thus: - ◀-----▶ to show the extent of amended text, and thus: -▶-----◀ to show where text has been deleted. When a Chapter or leaflet is issued in a completely revised form, the triangles will not appear.

Due to the continuing expansion of this publication, it has become necessary to provide an additional cover, and Part 2 is now housed in this. The Amendment Record Sheet, which is left in Cover 1, continues to apply to both Parts.

ASSOCIATED PUBLICATIONS

A. P.2662B Standard Repairs for Airframes

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LIST OF PARTS

- 1 - Minor Repairs (Cover 1)
- 2 - Major Repairs (Cover 2)

APPLICABILITY OF REPAIRS

The instructions for repair issued in Parts 1 and 2 of this Vol.6 are approved for application to:-

CANBERRA B MK. 2
CANBERRA PR MK. 3
CANBERRA T MK. 4
CANBERRA B MK. 6 & B (I) MK. 6
CANBERRA PR MK. 7
CANBERRA B (I) MK. 8
CANBERRA PR MK. 9
CANBERRA B (I) MK. 12
CANBERRA T MK. 13
CANBERRA B MK. 15
CANBERRA B MK. 16
CANBERRA T MK. 17
CANBERRA TT MK. 18
CANBERRA T MK. 19
◀ CANBERRA T MK. 22 ▶

The structure illustrations and repair schemes contained in the main chapters of this Volume are applicable to the B Mk.2 aircraft; they are also applicable to those portions of the structure which are unchanged in the other Marks listed above. Where the structure is changed on the introduction of another Mark, the affected structure, only, is illustrated in an appendix to the relevant chapter or chapters, in which repair schemes, designed specifically for that structure, will also be given. The matter contained in the appendix replaces that covering similar structure in the main chapter.

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