

UK RESTRICTED



**AIR PUBLICATION
101B-0402-1A**

(Formerly A.P. 4326B, Vol. 1 and
A.P. 101B-0402-1, Sect. 1, 2, 3 and 4)

**CANBERRA B. MK. 2 AIRCRAFT
GENERAL AND TECHNICAL INFORMATION**

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Ministry of Defence

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AMENDMENT RECORD SHEET

Incorporation of an Amendment List in this publication is to be recorded by signing in the appropriate column and inserting the date of making the amendments

A.L. No.	Amended by	Date
1-206	INCORPORATED	DEC. 77
207	<i>R. Taylor</i>	3.1.78
208	<i>R. Taylor</i>	15.4.78
209	<i>R. Taylor</i>	4.7.78
210	<i>R. Taylor</i>	10.7.78
211	<i>R. Taylor</i>	31.8.78
212	<i>R. Taylor</i>	25.10.78
213	<i>R. Taylor</i>	13.4.79
214	<i>E. Bullington</i>	19.9.79
215	<i>E. Bullington</i>	11.2.80
216	<i>E. Bullington</i>	18.2.80
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223	<i>E. Bullington</i>	13.4.81
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225	<i>E. Bullington</i>	12.10.81
226	<i>E. Bullington</i>	12.10.81
227	<i>E. Bullington</i>	16.11.81
228	<i>E. Bullington</i>	24.2.82
229	<i>E. Bullington</i>	24.3.82

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230	<i>E. Bullington</i>	26.4.82
231	<i>B. Berman</i>	3.8.82
232	<i>R. Will</i>	29.9.82
233	<i>R. Will</i>	4.1.83
234	<i>R. Will</i>	21.2.83
235	<i>R. Will</i>	
236	<i>R. Will</i>	28/2/83
237	<i>R. Will</i>	27/4/83
238	<i>R. Will</i>	27/4/83
239	<i>R. Will</i>	3/5/83
240	<i>R. Will</i>	27/6/83
241	<i>R. Will</i>	27/6/83
242	<i>R. Will</i>	21/7/83
243	<i>R. Will</i>	24/8/83
244	<i>R. Will</i>	5/9/83
245	<i>R. Will</i>	19/10/83
246	<i>R. Will</i>	19/10/83
247	<i>N. Deane</i>	15/11/83
248	<i>A. Wood</i>	23.12.83
249	<i>R. Will</i>	26/3/84
250	<i>R. Will</i>	26/3/84
251	<i>N. Deane</i>	11.5.84
252	<i>N. Deane</i>	21.1.85
253	<i>R. Will</i>	24/6/85

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254		
255	<i>R. Will</i>	24/6/85
256	<i>R. Will</i>	25/10/85
257	<i>R. Will</i>	1.4.86
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259	<i>R. Will</i>	29.7.86
260	<i>R. Will</i>	1-886
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(Continued overleaf)

LETHAL WARNINGS

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.

ASSISTED ESCAPE SYSTEM

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 detailing the responsibilities and positioning of the assisted escape system safety devices are to be strictly adhered to:

R.N. Safety precautions contained in A.P.(N) 140 - Naval Aircraft Maintenance Manual.

R.A.F. Lethal Warnings contained in the A.P.101B-0400-5A2, Safety and Servicing Notes.

3. Additional information concerning assisted escape system safety device positioning is to be found in the Aircraft Servicing Schedules and A.D.5037 series of Air Diagrams.

GENERAL

CANOPY JETTISON : EXPLOSIVE BOLTS
CREW HATCH JETTISON : EXPLOSIVE BOLTS

CONTROL COLUMN RELEASE : EXPLOSIVE COLLAR
WING TIP TANKS JETTISON : EXPLOSIVE BOLTS

Personnel are warned not to interfere with the controls associated with this 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.

HIGH ENERGY IGNITERS

4. The energy stored in the capacitors of high energy igniter units can be of a lethal nature. No servicing should be attempted until at least one minute has elapsed after disconnection of the L.T. supply to the input plug.

HIGH VOLTAGE ELECTRICAL SYSTEMS

5. Voltages in excess of 30 volts (R.M.S.) a.c. or 50 volts d.c. can in certain circumstances be lethal. When working on such systems requiring the exposure of live terminals, a second tradesman is always to be in attendance.

NOTE TO READERS

Concurrent with the introduction of A.L.207, this publication has been divided into two covers. A.P.101B-0402-1A containing Sections 1, 2, 3 and 4 and A.P.101B-0402-1B containing Sections 5 and 6.

Subsequent Amendment Lists will be issued separately for each cover.

The subject matter of this publication may be affected by Defence Council Instructions, by Servicing schedules 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 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 the text thus: ◀.....▶ to show the extent of amended text, and thus: ▶ ◀ to show where text has been deleted. When a Section or Chapter is issued in a completely revised form, the triangles will not appear.

LIST OF ASSOCIATED AIR PUBLICATIONS AND DIAGRAMS

	A.P.		A.P.
<i>Accessories gearboxes and drives, Rotol</i>	103C-0107-16	<i>Instrument manuals general</i>	
<i>Aero engine, Avon Mk.1</i>	102C-1522-1	<i>instruments</i>	112G series and 1275A series
<i>Aircraft painting</i>	119A-0601-1 series	<i>Navigation instruments</i>	112B series and 1275B series
<i>Aircraft wheels tyres and brakes</i>	104 series and 2337	<i>Oxygen equipment</i>	112G series and 1275G series
<i>Aircraft rigid tanks</i>	106B series		
<i>Aircraft flexible tanks</i>	106B series	<i>Prefabricated constructional equipment (Basic) -</i>	
<i>A.R.I.5851 (Green Satin)</i>	114E-0300-1	<i>Canberra access</i>	
<i>A.R.I.18011 (I.L.S.)</i>	116B-0408-1	<i>structures</i>	119F-2100 series and 4549A Book 3
<i>A.R.I.18089 (Intercomm.)</i>	116N-0105-1	<i>Pressurizing and air conditioning equipment</i>	107B series
<i>A.R.I.18107 (Tacan)</i>	116B-0304-1	<i>Principles of aircraft weighing</i>	119W-0001-1
<i>A.R.I.23023 (Radio compass)</i>	116B-0107-1	<i>Pyrotechnics</i>	110E series and 1661E
<i>A.R.I.23118 (V.O.R./I.L.S.)</i>	116B-0407-1	<i>Starting systems for aero engines</i>	103D-0106-13
<i>A.R.I.23134 (I.F.F./S.S.R.)</i>	114J-0101-16		
<i>A.R.I.23143 (P.T.R.175) - Pre Mod.5409</i>	116D-0116-1		
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<i>A.R.I.23300 - Post Mod.5409</i>	116D-0154-1		
◀ <i>A.R.I.23329/1</i> ▶	to be issued later ▶		
			A.D.
<i>Cartridges, power and miscellaneous</i>		<i>Canberra B Mk.2 lubrication</i>	5113
<i>explosive devices</i>	110N series	<i>Canberra B Mk.2 electrical installation</i>	5105
<i>Ejection seats, Type 2CA</i>	109B-0107-1	<i>Canberra B Mk.2 emergency equipment</i>	5114
<i>Electrical manual</i>	113D series and 4343 series	<i>Canberra B Mk.2 hydraulic system</i>	5115
<i>Hydraulic weighing units and ancillary</i>		<i>Avon Mk.1 servicing</i>	4880
<i>equipment</i>	119W-0301-1	<i>Avon Mk.1 fuel system</i>	4881
<i>Hydraulic equipment</i>	104B/105B series and 1803 series	<i>Avon Mk.1 cut-away view and oil flow</i>	5093
		<i>Avon Mk.1 Canberra installation connections</i>	5285

LAYOUT OF A.P.101B-0402
CANBERRA B MK.2 AIRCRAFT

101B-0402-1 A & 1B	General and Technical Information
101B-0402-2	General Orders and Modifications
101B-0402-3 A	Schedule of Spare Parts
101B-0402-3B	Appendix 'A'
101B-0402-3C	Scales of Unit Equipment
101B-0402-3D	Scales of Servicing Spares
101B-0400-5	Servicing Schedules
101B-0400-6	Repair and Reconditioning Instructions
101B-0402-10	Servicing Diagrams Manual
101B-0402-12	Ground Handling Notes
101B-0400-13	Modification Lists
101B-0402-15	Pilot's Notes

MODIFICATION STANDARD

This Air Publication has been written to the Canberra B.Mk.2 modification standard 2Y1 and the modifications listed below. Modifications added subsequent to this standard are listed separately.

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MODIFICATIONS INCLUDED SUBSEQUENT TO STANDARD

Modification Number	Effect on Publication	Incorporated by A.L. Number
4868 5091]	Adds Appendix 2 to Sect.2, Chap.3	220
5118	Amends Sect.3, Chap.6	233
5442	Amends Sect.3, Chap.11	238
5409	Amends Prelims and Sect.1, Chap.1	239
5209	Amends Leading Particulars	
5224	Amends Sect.2, Chap.4	
5238	Amends Sect.3, Chap.2	240
	Amends. Sect.3, Chap.8C	
5335	Adds new Chap.4A to Sect.2	242
5441	Amends Sect.1, Chap.3	
	Amends Sect.3, Chap.11	246
5510	Amends Sect.1, Chap.2 and Chap.3	255
◀ 5408	Amends Sect.1, Chap.1	257 ▶

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 SECTION 2 – GROUND HANDLING AND PREPARATION FOR FLIGHT	Chapter	1 – Ground Handling
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 SECTION 3 – AIRFRAME	Chapter	1 – Fuselage
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		2 – Fuel System
		3 – (Not applicable to this aircraft)
		4 – (Not applicable to this aircraft)
		5 – Fire Protection System

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LUBRICATION - OILS AND GREASES

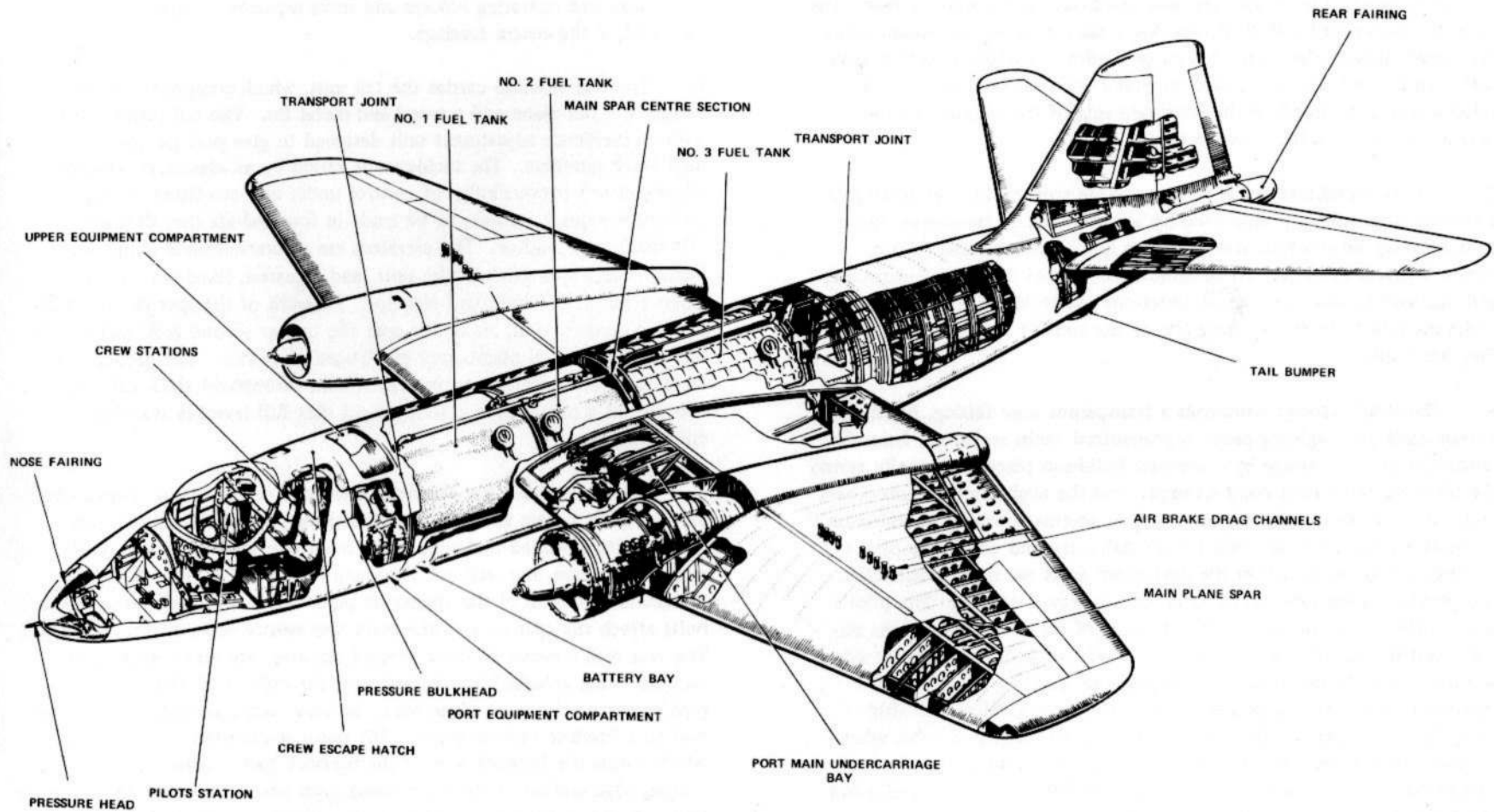
THE LUBRICATION DIAGRAMS THROUGHOUT THIS PUBLICATION REFER TO OILS AND GREASES BY SYMBOLS. REFERENCE MUST ALWAYS BE MADE TO THIS MARKER CARD FOR INTERPRETATION OF THE LUBRICANT REQUIRED AND THE METHOD OF APPLICATION.

SYMBOL	NOMENCLATURE	REFERENCE NO.	N.A.T.O. CODE NO.
	Oil OEP-71	34B/9100540	O-136
	Oil OM-15	(1 gall.) 34B/9100572 (45 gall.) 34B/2202291	H-515
	Oil OM-150	34B/9100550	O-140
	Oil OX-14	(2 oz) 34B/9100589 (1/2 pint) 34B/9100590	O-147
	Oil OX-38	(1 gall.) 34B/9100591 (45 gall.) 34B/2201941	O-149
	Grease XG-235	34B/9440585	G-363
	Grease XG-271	34B/9100510	G-362
	Grease XG-273	34B/9423151	G-357
	Grease XG-278	34B/9425139	G-353
	Grease XG-287	(2 oz.) 34B/2241973 (28 lb.) 34B/2241861	G-354
	Grease XG-293	34B/2241797	G-395
	Grease XG-315	(4 oz.) 34B/2201436 (225 grm.) 34B/2204466	G-394
	Grease SP-5	34B/2247686	
	Grease ZX-38	34B/9437518	S-722
	Grease ZX-32	34B/2202430	S-717

METHOD OF APPLICATION SYMBOLS

GUN OILCAN HAND LUBRICATED ON ASSEMBLY ONLY

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CANBERRA B MK 2

INTRODUCTION

1. The Canberra B Mk.2 aircraft is a twin engined jet propelled mid-wing monoplane fitted with a retractable tricycle alighting gear. Formerly tactical bombers, the aircraft are now employed in the training role. The aircraft is powered by Rolls-Royce Avon Mk.1 engines, one mounted in each main plane. The crew consists of a pilot, a navigator (or 1st. navigator) and a 2nd. navigator, each provided with an ejection seat. A folding seat is provided on the starboard side of the cockpit for the occasional use by a 4th. crew member.

2. The all-metal fuselage is of monocoque construction, consisting of a stressed skin covering supported by a framework of transverse frames connected by longitudinal stringers; it is built in three units - front, centre and rear fuselage. To facilitate assembly of the complete aircraft and dismantling into main units, junctions are provided in all controls, hydraulic pipes, electrical wiring etc. at the ends of the units into which they are built.

3. The front fuselage comprises a transparent nose fairing, fitted with a toughened glass sighting-panel, a pressurized cabin sealed off from the remainder of the fuselage by a pressure bulkhead placed diagonally across the fuselage, equipment compartments, and the alighting gear nose-wheel unit. A door, which may be jettisoned in an emergency, is provided on the starboard side of the cabin for normal entry and exit. The pilot's canopy and the hatch above the navigators' seats are both jettisonable, and provide emergency escape exits for the crew members. The pilot's seat is offset, to improve visibility, to port of the centre-line of the aircraft, and the navigators' seats are at the rear of the cabin, side by side and backed on to the pressure bulkhead; the seats are mounted on separate support structures raising them above the level of the main cabin floor. A curtain, fitted to the canopy coaming cross tube, when lowered, divides the crew station from the pilot's station; curtains are also fitted to the navigator's window and the hatch windows, and a sun blind is positioned above the pilot's seat.

4. A metal floor, supported by arched diaphragm members, divides the centre fuselage into fuel and bomb bays. Three fireproof tanks are carried in the fuel bay, the forward and centre tanks are self-sealing and rigidly supported by internal bracing structures, the rear tank is a crash-proof collapsible fuel bag. The main plane centre section frame is an

integral part of the fuselage and, passing through the fuel bay, forms a bulkhead between the centre and rear tanks. Aft of the rear tank the fuel bay is sealed by a removable bulkhead. The bomb bay is of full fuselage width and is closed by two hydraulically-operated bomb-bay doors. Bulkheads at each end of the bomb bay carry the bomb-bay door jacks and operating linkage and form separate compartments at each end of the centre fuselage.

5. The rear fuselage carries the tail unit, which comprises a metal rudder and tail plane and a wood-and-metal fin. The tail plane is fitted with an incidence adjustment unit designed to give positive control at high Mach numbers. The incidence is varied by an electrical actuator which ensures irreversibility of control under any condition of flight and enables quick changes to be made in fore-and-aft trim during take-off, flight, and landing. The elevators are of conventional design and incorporate a spring tab in the port, and a geared, fixed-movement balance tab in the starboard elevator. Forward of the spar the fin is of wooden construction, aft of the spar the rudder shroud is of metal with the aerofoil section maintained by flanged plate ribs. The rudder is all-metal and incorporates a spring tab which, through an electrical actuator, acts also as a trim tab; it is so arranged that full travel is available for either function.

6. The main planes are all-metal cantilever structures of symmetrical section, with a main spar and a sectional rear wall, and carrying the power units mounted mid-wing. The main spar is a single web with machined booms, the web cut away and reinforced by ring plates for the accommodation of the engine jet pipe. Four main and seven shear bolts attach the spar root to the main spar centre section in the fuselage. The rear wall consists of three pressed sections, the inner and centre sections being attached to a forged ring, through which the engine jet-pipe passes; at the main plane root, the inner section is attached by one bolt to a fuselage pick-up point. The outer section has a curved web which forms the forward wall of the pressure balance-box. The inner leading edge section of the main plane, into which the main undercarriage unit retracts, is divided transversely by a diaphragm which forms the front wall of the wheel well; extending from the inboard engine-rib to the fuselage, the diaphragm is attached by one bolt to the fuselage. The main plane and fuselage skins intersect smoothly without fillet, the skin at the main plane root fitting over a joint angle riveted to the fuselage. Each main plane is fitted with air-brakes, aileron, and split flaps. Provision is made for fitting jettisonable fuel tanks to the wing tips.

7. The flying controls are conventional, rudder pedals operating the rudder, and a horn-type control operating the ailerons and elevators. All control runs consist of push-pull rods and levers.

8. The fully-retractable tricycle alighting gear is operated hydraulically through electrically-actuated selectors, the main units retracting inwards into the main planes and the nose wheel unit retracting rearward into the front fuselage. The main unit struts are oleo-pneumatic with single wheels mounted in cantilever and with hydraulic disc-type brakes. The nose wheel unit is fully castering and self-centring with twin wheels keyed together to eliminate shimmy.

9. The engines are attached to engine ribs just forward of the main spar. Each is slung on four self-aligning attachments, the collar of the rear outboard mounting being allowed to float to take up expansion. All auxiliaries are mounted on gearboxes inboard of the engines. Turbo-starters are fitted, the units being faired into the engine air-intakes. Oil is carried in the engine sumps only and is cooled by fuel-cooled oil coolers mounted on the engines.

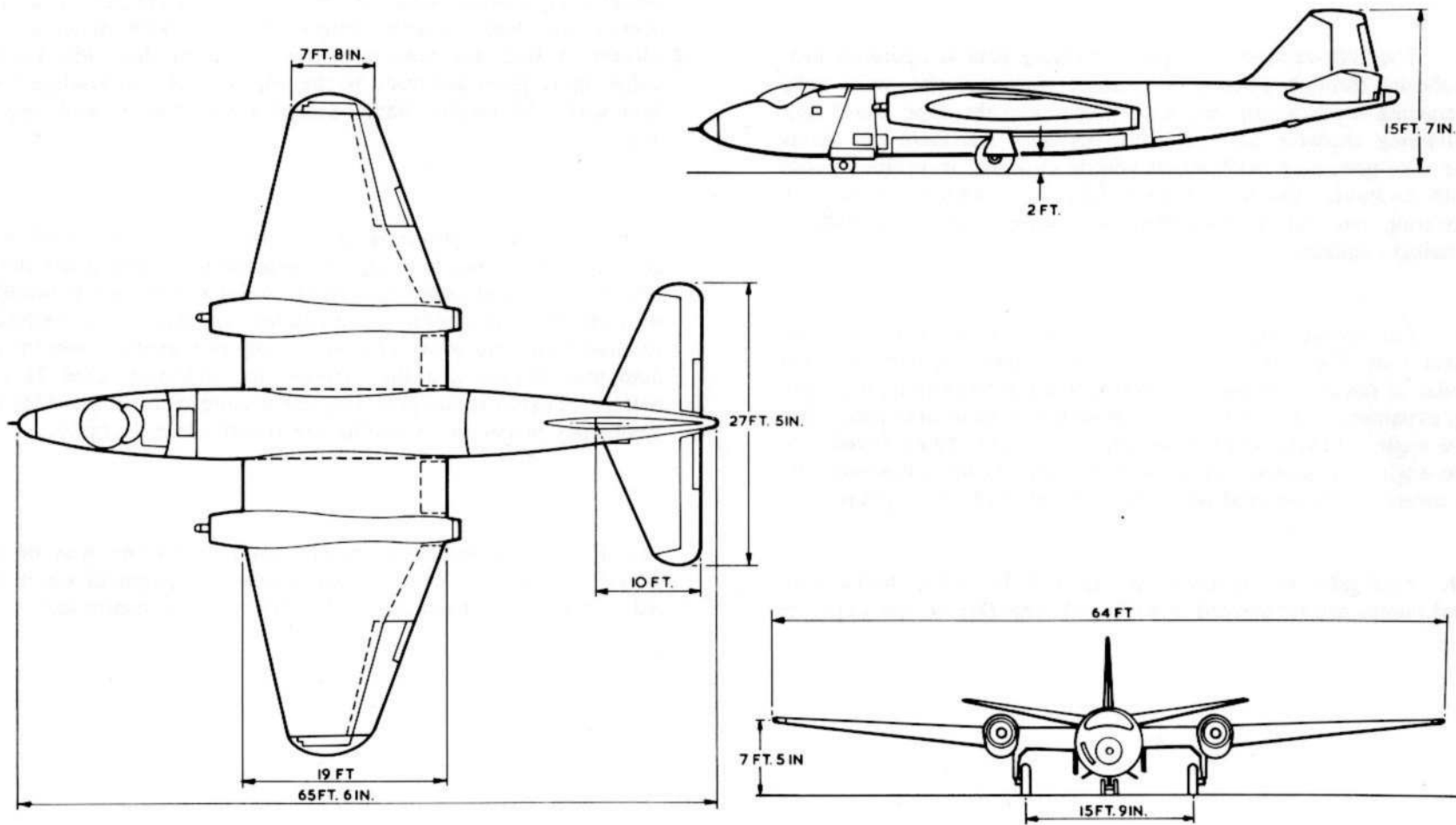
10. Fuel galleries connect each engine with the fuel tanks. Two fuel pumps are submerged in each tank; separate switches operate

each pump together with its associated low-pressure cock. Fuel from the wing-tip tanks is transferred to No.3 tank by air pressure ducted from the engine compressor casings. Smith-Waymouth capacitor-type gauge units are fitted in all fuselage fuel tanks and operate the fuel contents gauges on the engine panel in the cockpit. A fuel tank venting system is also installed. Fire extinguisher spray pipes are fitted in the engine bays and fuselage tank bays and, additionally, flame detectors are fitted in each engine bay.

11. All electrical power is drawn from two 24 volt, 6 kilowatt generators and from four 12 volt batteries with appropriate inverters for radio and radar equipment. A 2.4 volt battery is installed for emergency instrument panel lighting; and two 12 volt batteries, situated under the pilot's console, supply emergency power for the detonator circuits and the turn-and-slip indicator. One 24 volt battery, situated in the port equipment compartment, provides the emergency power for operating the standby U.H.F. radio.

12. Radio and radar equipment, suitable to the role of the aircraft, is installed; controls and associated equipment are installed in positions convenient to the crew member concerned.

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GENERAL ARRANGEMENT

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PRESSURE HEAD — continued

Angular setting Parallel with fore and aft datum lines ± 1 deg

TANK CAPACITIES

Fuel tanks		Weight (lb)	
		Avtur	Avtag
No.1	520 gal	4160	4056
No.2	317 gal	2536	2473
No.3	540 gal	4320	4212
Wing tip jettisonable tanks (two)	488 gal	3904	3806
Total fuel	1865 gal	14920	14547

Note . . .

- ◀ 1. Post Mod.1490 and 432 or 3757 an auxiliary fuel tank (contents 300 gal; Avtur 2400 lb, Avtag 2340 lb) may be fitted in the bomb bay if required.
- 2. The fuel tank capacities given above are nominal; individual aircraft capacities may vary slightly.

Oil

In engine sumps (each engine)	16 pints
Total oil (each engine)	19 pints
Accessories gearboxes (each gearbox)	3.125 pints
Hydraulic tank	2 gal
2-speed accessories gearbox (each gearbox)	0.875 pints

Note . . .

The lubricant Reference and N.A.T.O. code numbers are printed on the reverse of the List of Contents marker card.

OXYGEN SYSTEM

Cylinders

Two	2250 litres (Ref.No.6D/9429900)
Five	750 litres (Ref.No.6D/9429896)

Emergency oxygen

Forward station	One Mk.2A set
Ejection seats	One Mk.7J set each ▶

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