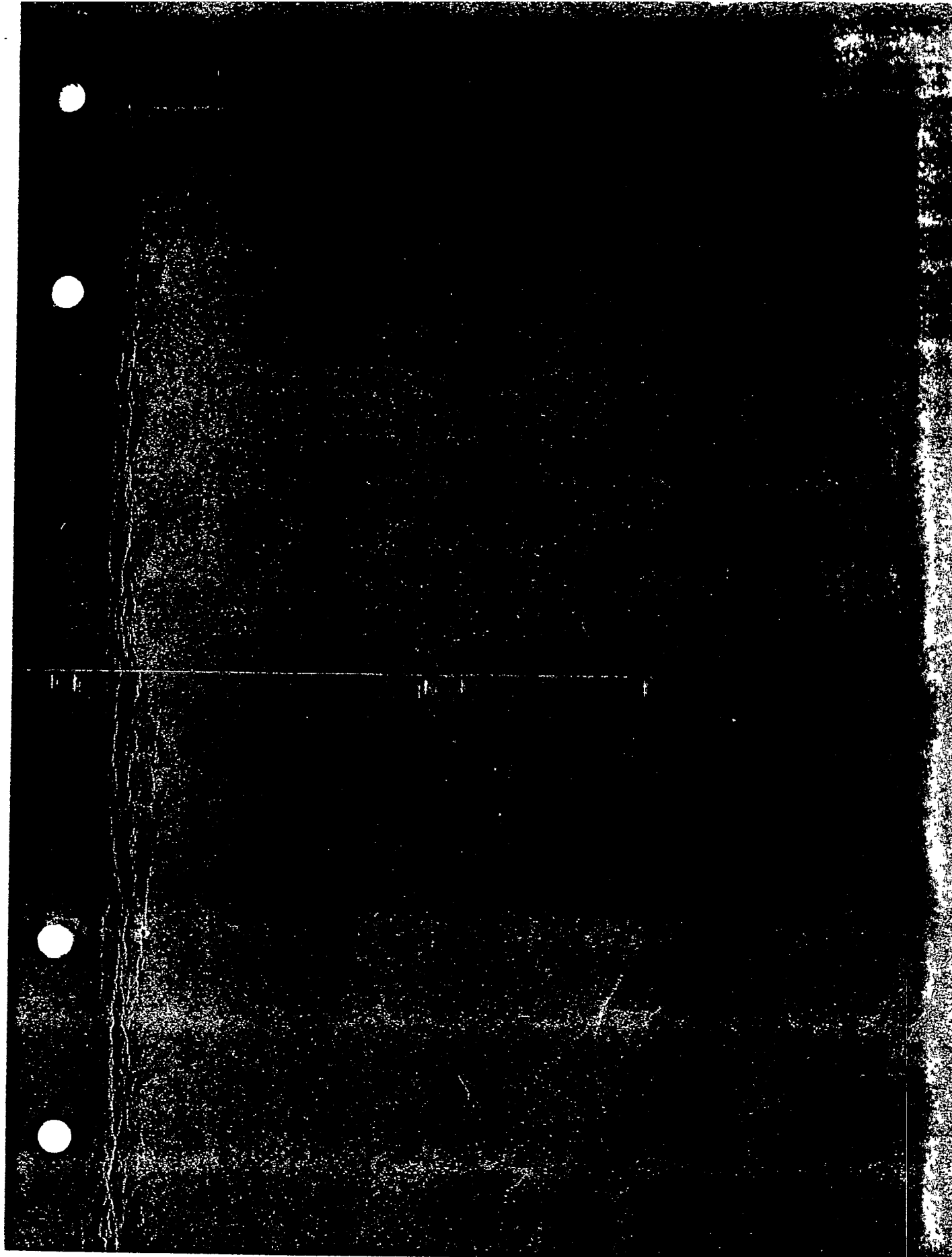




NICHOLAS, CALE

CHAPTER I

GENERAL INFORMATION

NOTE TO READERS

The subject matter of this publication may be affected by Air Ministry Orders, by Volume 2, Part 1, leaflets in this A.P., in the associated publications referred to overleaf, or even in some others. If possible, Amendment Lists are issued to correct these Parts accordingly, but it is not always practicable to do so. When an Order or leaflet contradicts any portion of this publication, the Order 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, when applicable, the number of the Amendment List with which it was issued. New or amended technical information on new leaves which are inserted when the Parts are amended, is indicated by a line in the margin. This line merely denotes a change, and is not a mark of emphasis. When a Chapter is issued in a completely revised form the line does not appear.



APPLICABILITY OF REPAIRS

The instructions for repair issued in Parts 3 and 4 of this Vol. 2 are planned to apply to the following marks of Vampire and Sea Vampire aircraft, and therefore, in these Parts, the A.P. number bears no suffix letter.

The repair instructions issued in this Part 3 are approved for application to:—

Vampire F Mk. 1 (See Notes below)
Vampire F Mk. 3
Vampire FB Mk. 5
Vampire FB Mk. 9
Vampire NF Mk. 10
Vampire T Mk. 11
Sea Vampire F Mk. 20
Sea Vampire T Mk. 22

Note—The parts listed in the various Key Tables apply to the Marks mentioned and not precisely to Vampire F Mk. 1 aircraft

The limitations of damage which can be treated as negligible or repairable as set out in the Chapter Tables apply positively to Vampire F Mk. 1 aircraft

No attempt must be made to repair damage which falls in the restricted areas shown in assembly diagrams

A.P.4099A, Vol. 2, Part 3, will no longer be issued

Repair Leaflets issued in Vol. 2, Part 4 apply to the Marks of the Aircraft specified in the Repair Leaflet heading

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ASSOCIATED PUBLICATIONS

This book should always be read in conjunction with

A.P.2662A, Standard Repairs for Airframes

where, in addition to the various standard repair procedures, there is a list of Air Publications associated with aircraft repair work. In general, references in this Vol. 2, apart from those to A.P.2662A, are mainly to A.P.1464B or 1464D.

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LAYOUT OF

A.P.4099 Series – VAMPIRE AIRCRAFT

A.P.4269 Series – SEA VAMPIRE AIRCRAFT

These publications are issued in the standard three-volume form and, except for Vol. 2, Parts 3 and 4, carry the suffix letter appropriate to the Mark number of the aircraft (see "APPLICABILITY OF REPAIRS" on previous page).

A.P.4099A — VAMPIRE F Mk. 1
A.P.4099C — VAMPIRE F Mk. 3
A.P.4099E — VAMPIRE FB Mk. 5
A.P.4099H — VAMPIRE NF Mk. 10
A.P.4099J — VAMPIRE T Mk. 11
A.P.4269A — SEA VAMPIRE F Mk. 20
A.P.4269C — SEA VAMPIRE T Mk. 22

VOL. 1

Descriptive handbook and servicing instructions

VOL. 2

PART 1

Leaflets (modifications and general orders)

PART 2

Servicing schedule

PART 3

User Unit repairs

PART 4

Major repair scheme

VOL. 3

PART 1

Schedule of spare parts

PART 2

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An Amendment Record Continuation Sheet (R.A.F. Form 2096B.) will be required when this page is full.
Order it now.

LETHAL WARNING

EJECTION SEATS AND CANOPY JETTISON MECHANISMS

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 air-frame 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.

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