

Chap.2 ALL TRADES
Card 1
A.L.8

SAFETY PRECAUTIONS
VAMPIRE T.11

A.P.4099J Vol.5
Pt.1 Bk.2 Sect.1 (2nd. Ed.)

1. Silicone Compound. Care is to be taken to prevent compound making contact with the eyes.
2. Synthetic Oil. Care is to be taken not to spill synthetic oil, which has an injurious effect on aircraft finishes and electrical cables. Synthetic oil is also injurious to the skin. A prophylactic ointment is to be applied to the hands before commencing work.
3. Rain Repellent. Care is to be taken to prevent rain repellent making contact with the eyes.
4. Toxic Effects - Methyl Bromide. Attention is drawn to the danger of inhaling the highly toxic methyl bromide vapour. If methyl bromide vapour is inhaled, medical attention is to be sought without delay.
5. Flying Controls. Whenever an aircraft has been parked in the open and subjected to high or gale force winds, the flying controls are to be inspected in accordance with A.P.1464D, Volume 2, Part 1, Leaflet A.35.
6. Operation of Controls and Hydraulic Services. Ground equipment and personnel are to be kept clear of the working surfaces and a Man is to be detailed to stand by the service(s) being operated whenever flying controls or hydraulic service(s) is/are being operated.

7. Cartridge Operated Equipment. Personnel are warned of the danger of interfering with the cartridge operated equipment fitted to this aircraft, i.e. Fire Extinguisher Bottles, Canopy Jettison. Under no circumstances are tradesmen to work on this equipment without ascertaining from the N.C.O. i/c Aircraft Servicing that it is safe to do so.

8. Control of Power Supplies. The N.C.O. i/c Aircraft Servicing is to be informed whenever power is required.

9. Electrical Connexions. Disconnexion or reconnexion of electrical components to facilitate other servicing is to be carried out only by Electrical Tradesmen.

10. Electrical Power Supplies. The Ground/Flight switch is to be set to 'Ground' before switching off external power supplies when engine is running.

11. External Power Supplies. Pitot head, clear vision panels and all other heating switches are to be set to 'OFF' before connecting external power supplies. External power supplies are to be switched off before disconnecting from aircraft.

12. Fuses.

(a) All unused fuse positions are to be fitted with dummy fuses.

(b) Before disconnecting components or plug/socket connexions the appropriate circuit fuses are to be removed and circuit breakers tripped.

(c) Where circuit fuses are removed, flagged dummy fuses are to be fitted.

(d) Where circuit breakers are tripped flagged safety clips are to be fitted.

(e) On completion of servicing:

(1) All flagged dummy fuses are to be removed and correct rating live fuses fitted.

(2) All flagged safety clips are to be removed and the circuit breakers reset.

Continued

Chap.2 ALL TRADES
Card 2
A.L.10

SAFETY PRECAUTIONS
VAMPIRE T.11

A.P.4099J Vol.5
Pt.1 Bk.2 Sect. 1 (2nd.Ed)

12. Fuses. (Contd)

(f) All electrical circuits affected by disconnexion of plugs and sockets are to be functionally tested after plugs and sockets have been reconnected.

13. 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 to be displayed in the cockpit.

(c) Verbal contact is to be maintained with a Safety Man positioned at the entrance to the air intake or jet pipe.

(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.

14. Oxygen System Contamination. The oxygen system together with all tools and equipment used during its servicing are to be kept free from contamination by grease or oil.

15. Control of Electrical Ciruits during Refuelling and Defuelling. During refuelling or defuelling operations, only those electrical circuits essential for these operations are to be live.

16. H.F. Equipment Testing. Transmission on H.F. equipment is not to be carried out whilst personnel are working on or standing near aircraft exterior.

17. 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 depressed completely. A certificate to this effect is to be made in the F.700 and signed by the N.C.O. i/c Servicing before any work is authorised. Prior to system pressure testing, a detailed examination of system joints is to be carried out to eliminate risk of high velocity leakages.

18. Cabin Pressure Tests.

(a) All personnel engaged inside the aircraft during pressure tests are to be apprived by the Medical Officer as being physically fit for the work. (A.P.1464D, Vol.2,Pt.1, Leaflet 36 refers.)

(b) Only ground test rig Ref. No. 4F/2013 or 4F/1869 is to be used for cabin pressure testing and is to be operated only by authorised personnel. The relief valve on the test rig is not to be set above 10p.s.i.

(c) When personnel occupy the cabin during pressure tests, communication is to be maintained with personnel outside the aircraft.

(d) When the cabin is occupied during pressure tests, the rates of change of pressure using the ground rig are not to exceed the equivalent of 2000 feet per minute. If the tests are carried out using the engines the maximum permissible rate of change is 1000 feet per minute.

Continued

Chap.2 ALL TRADES
Card 3
A.L.10

SAFETY PRECAUTIONS
VAMPIRE T.11

A.P.4099J Vol. 5
Pt. 1 Bk.2 Sect. 1 (2nd Ed)

18. Cabin Pressure Tests. (Contd.)

(e) Before cabin pressure testing is commenced the aircraft is to be moved clear of other aircraft and personnel not actively engaged in the the task.

19. Fire Extinguisher Cartridges. Cartridge operated fire extinguishers when removed from aircraft are to be passed to the Armament section who are solely responsible for replacing cartridge.

20. PX-10. Personnel are warned that after application of Preservative PX-10, aircraft surfaces so treated will be extremely slippery. PX-10 is not compatible with Jove Aerowax, and under no circumstances are the two to be used on the same aircraft.

21. Trichloroethane. (Inhibisol).

Trichloroethane also known as Inhibisol (33D/467) has a strong degreasing action on the skin.

(a) All unnecessary exposure to the vapour is to be avoided.

(b) The work area is to be adequately ventilated. Suitable respirators are to be worn if Trichloroethane (Inhibisol) is used in an enclosed space.

(c) Smoking, eating and drinking in the work area is prohibited.

(d) Care is to be taken to prevent splashing when handling the fluid. If necessary, goggles or eye shields are to be worn. If any does enter the eyes,

they are to be washed out immediately with running water and the Station Medical Centre informed.

(e) Rubber gloves are to be worn, and any portion of the skin liable to come into contact with the fluid is to be protected by a barrier cream. If the skin is splashed the affected parts are to be washed with soap and clean water as soon as possible.



This file was downloaded
from the RTFM Library.

Link: www.scottbouch.com/rtfm

Please see site for usage terms,
and more aircraft documents.