

Chapter 1 GROUND HANDLING

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1. This chapter deals with the general handling of the aircraft on the ground and describes the recommended application of ground handling equipment for towing and picketing.

Ground intercommunication

2. An intercommunication panel on the fuselage port side just forward of the bomb bay is covered by a spring-loaded door. The panel is for use by the ground crew who wish to speak to the pilot before take off. Post-Mod. 3089 a quick-release telebriefing connector is fitted in the nose wheel bay. Details of these installations are contained in Sect. 6.

AIRCRAFT MOVEMENT

Use of the towing arm (fig. 1)

3. A special vehicle and a towing arm mounted on retractable, pneumatic-tyred wheels are used for moving the aircraft. The towing arm, which is telescopic, incorporates a shear pin at the forward end; at the rear end a spigot locates in a recessed bayonet fitting in the bomb-aimer's fairing. The telescopic shock absorber is graduated on the fixed shaft to indicate compression loads on the spring when movement by pushing is taking place. Limitations on these loads are indicated on a plate attached to the towing arm.

4. Power for operating the aircraft braking and steering systems is supplied from the towing vehicle (para. 6). Care should be exercised to prevent the aircraft over-running the towing vehicle; a stand-by braking system is controlled by a lever on the rear face of the pilots' control pedestal.

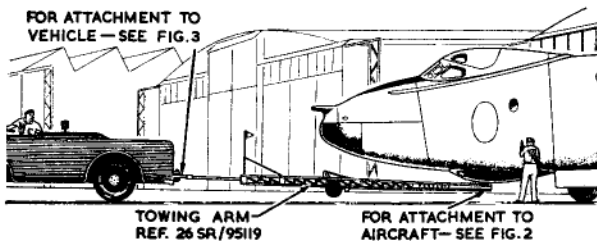


Fig. 1. Towing—using towing arm

5. The procedure for attaching the towing arm is as follows:—

- (1) Position the towing arm so that it is in direct line with the aircraft centre-line and with the rear end of the bar immediately beneath the bayonet fitting in the bomb-aimer's fairing.
- (2) Remove the cover from the bayonet fitting.
- (3) Raise the aft end of the towing arm by means of the lifting handles and insert the spigot locating peg into the bayonet fitting in the aircraft (fig. 2).
- (4) Turn the lifting handles in a clockwise direction to the full extent of their travel.

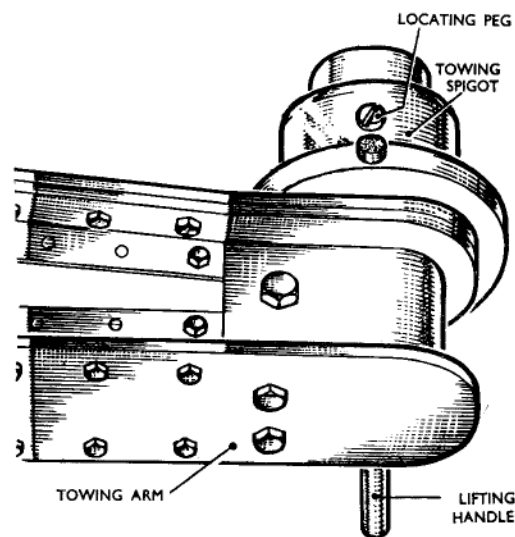
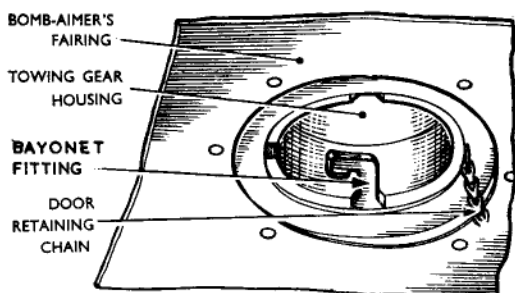


Fig. 2. Towing arm spigot and housing in aircraft

When the towing arm is connected to the towing vehicle and before the towing arm undercarriage is raised, give the lifting handles a downward pull to ensure that the spigot pegs are fully located in the slots.

(5) Adjust the towing arm undercarriage until the forward end of the towing arm aligns with the attachment on the towing vehicle.

Note . . .

If necessary, operate the link release lever (fig. 3) to enable the link to be swung into line with the towing lug on the vehicle.

(6) Attach the towing arm to the vehicle (fig. 3) and fully retract the towing arm undercarriage.

6. When the aircraft is being towed, a generator mounted on the towing vehicle is used to supply current to the motors which drive the hydraulic pumps of the aircraft braking and steering systems. The electrical lead from the vehicle runs along the towing arm to a socket in the nose wheel bay and is supported by a hook on the balance strut at the base of the rear pressure bulkhead rear face.

Towing in a tight circle

7. When towing the aircraft in a tight circle, as during compass swinging operations, the following procedure is to be adopted:—

Each time that the aircraft is to be halted on a heading, for a compass check or correction, the towing vehicle must push or

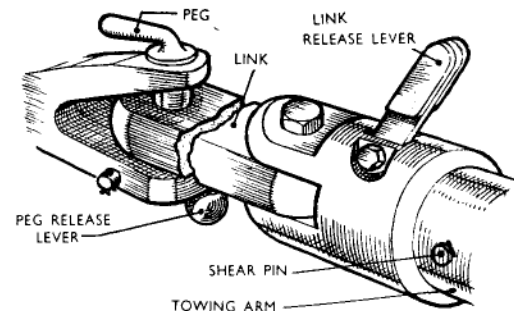


Fig. 3. Attachment of towing arm to vehicle

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pull the aircraft at least one foot in the opposite direction to relieve the twist in the undercarriage.

Towing the aircraft, using bridles (fig. 4)

8. The aircraft may be towed by means of cable bridles as shown in fig. 4, but this is an emergency measure only and the towing arm should be used wherever practicable.

Forward towing

9. Forward towing may be effected by means of two towing bridles, which are attached by eye-bolts to the front oleo leg of each main undercarriage frame (fig. 6). This method of towing requires two tractors, one to each towing bridle. The attachment of bridle to tractor is shown in fig. 5.

Backward towing

10. Two methods can be used for backward towing. The first method is by using two towing bridles and tractors, as described in para. 9. The other method is to use one tractor and a bifurcated towing bridle. In each case the bridle is attached by an eye-bolt to the rear oleo of each main undercarriage (fig. 6).

Tail-down towing (fig. 7)

11. In certain hangars it is necessary to tow the aircraft in a tail-down attitude to clear overhead obstructions near the fin. It is essential, before towing the aircraft in this attitude, to ensure that:—

- (1) The nosewheel oleo pressure is correct (*Sect. 2, Chap. 2*).
- (2) The oleo extension does not exceed 10 inches (*fig. 7*).
- (3) The aircraft condition is as given in Table 1.

Table 1

Aircraft condition for tail-down towing

Aircraft condition	Action to be taken
Weight and C.G. position within the limits given in Sect. 2, Chap. 3.	Station three or more men in the cabin
Aircraft lightly loaded and steering inoperative.	<ol style="list-style-type: none"> 1. Reserve and No. 1 fuselage cells FULL. 2. All other tanks EMPTY. 3. Disconnect the nose wheel torsion link and the door operating rods (outboard ends) taking care not to alter the rod adjustment. 4. Ensure that the nose wheel is central before jacking the aircraft.

Attaching the special towing arm

12. Attach the special towing arm, Ref. No. 26SR/95032 as follows:—

Note . . .

Whenever the towing arm is attached to the towing vehicle the caster must be retracted and locked.

- (1) Using the pillar jack 4Q/2624, adapter head Mk. 104, 4Q/2663, pad 26SR/95163 and base plate 26SR/95070, mounted on a base block, Ref. No. 26SR/95475, as

illustrated in fig. 7, jack the aircraft at fuselage Stn. 370 sufficiently to clear the towing arm pedestal.

(2) Lower the towing arm caster to the ground, using the handwheel and locknut and release the towing arm from the towing vehicle.

(3) Manoeuvre the towing arm into position below the nose wheel axle, after first removing the clamp by withdrawing the two wing bolts.

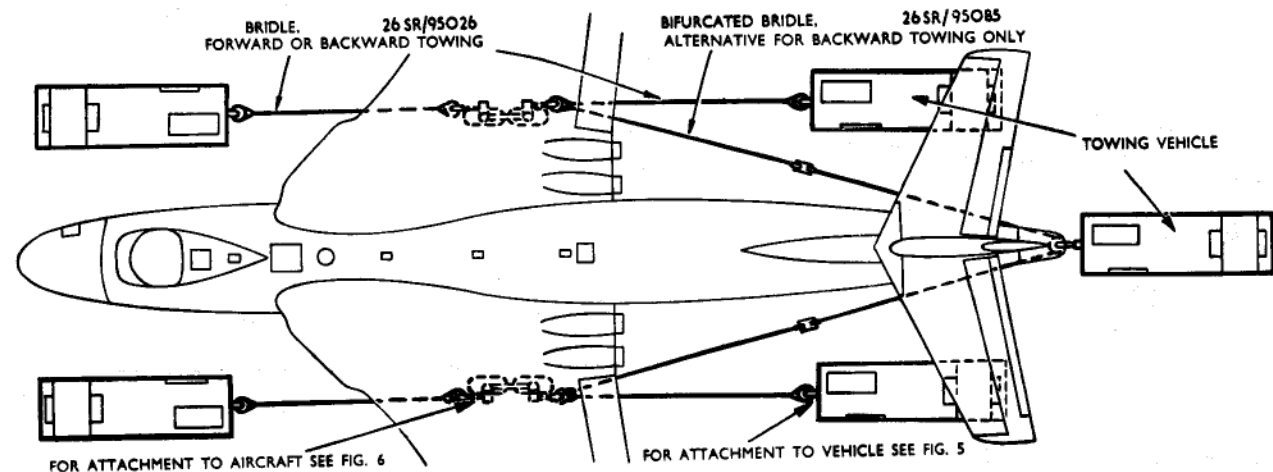


Fig. 4. Towing—using bridles

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(4) Lower the aircraft into position on the pedestal, fit the clamp over the axle and secure with the wing bolts.

(5) Remove the jacking equipment from the vicinity of the aircraft.

(6) Couple the towing arm to the towing vehicle, retract and lock the towing arm caster and connect the towing vehicle power cable to the external supply socket in the nose wheel bay; the cable is supported in clips on the top surface of the towing arm structure.

13. During all tail-down towing operations an operator must be stationed in the cockpit to control the brakes. Under no conditions must the brakes be used to assist steering; full castering is achieved at the towing arm pivot.

Removing the special towing arm

14. Removal of the towing arm when the aircraft is parked on level ground:—

(1) The steering being inoperative, ensure that the nose wheel is centralized.

(2) Connect up the nosewheel oleo torsion link and nosewheel door operating rods, care being taken not to alter the rod adjustment.

(3) Lower the towing arm caster, using the handwheel and the locknut.

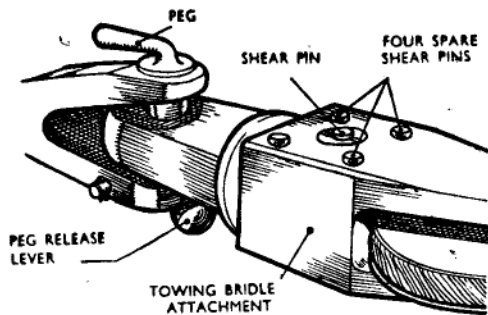


Fig. 5. Attachment of towing bridle to vehicle

(4) Release the towing arm from the towing vehicle.

(5) Position the equipment as in para. 12 (1) and jack up sufficiently to take the weight of the aircraft.

(6) Remove the clamp from the pedestal.

(7) Jack the aircraft sufficiently to clear the pedestal.

(8) Remove the towing arm from the vicinity of the aircraft.

(9) Lower the aircraft on to its wheels and remove the jacking equipment.

Note . . .

If the towing arm is to be removed with the aircraft parked on sloping ground, ensure that the weight of the aircraft is taken by the jacking equipment at fuselage Stn. 370 before disconnecting the aircraft from the towing vehicle.

PICKETING (fig. 9)

15. Aircraft are to be secured in the following manner under the conditions stated:—

(1) Maximum wind speeds at which picketing is not normally required are specified in the table below. Aircraft are to be parked with nose and main wheels chocked fore and aft, brakes applied and control surfaces locked. Where conditions of snowfall are expected, the nose-wheel picketing point at Stn. 370 must be restrained either by one complete loop of 2 in. rope at each side for each 1½ in. of anticipated snow on the tail plane surface, or by No. 5 picketing cables (Table 3) if available. Tail strut, Ref. No. 26SR/95301, must be fitted as an indicator for

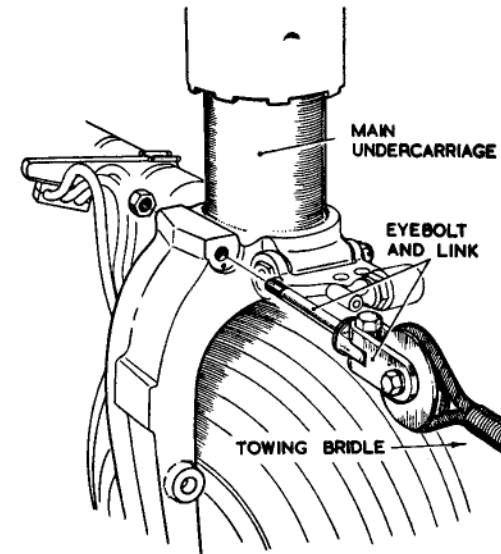


Fig. 6. Attachment of towing bridle to undercarriage

tail loading. In the unladen condition, i.e., fuel tanks light or empty, the maximum permissible wing and tail plane surface loading is 6½ in. of snow. Although there may appear to be a tendency for the nose wheel to lift at less than maximum loading, this is due to oleo characteristics and will not affect stability. Under heavy snow loading, personnel should not move to the tail of the aircraft.

(2) For wind speeds in excess of those specified in sub-para. (1) and under similar conditions, picketing with 2 in. rope must be as tabulated on the next leaf. The conditions for snow however, will apply equally

All-up weight (lb.)	Wind speed (knots)	Wind direction	Ground surface conditions
75000	65	Any	Wet or dry concrete
75000	45	Any	Ice-covered concrete
128000	80	Any	Wet or dry concrete
128000	55	Any	Ice-covered concrete

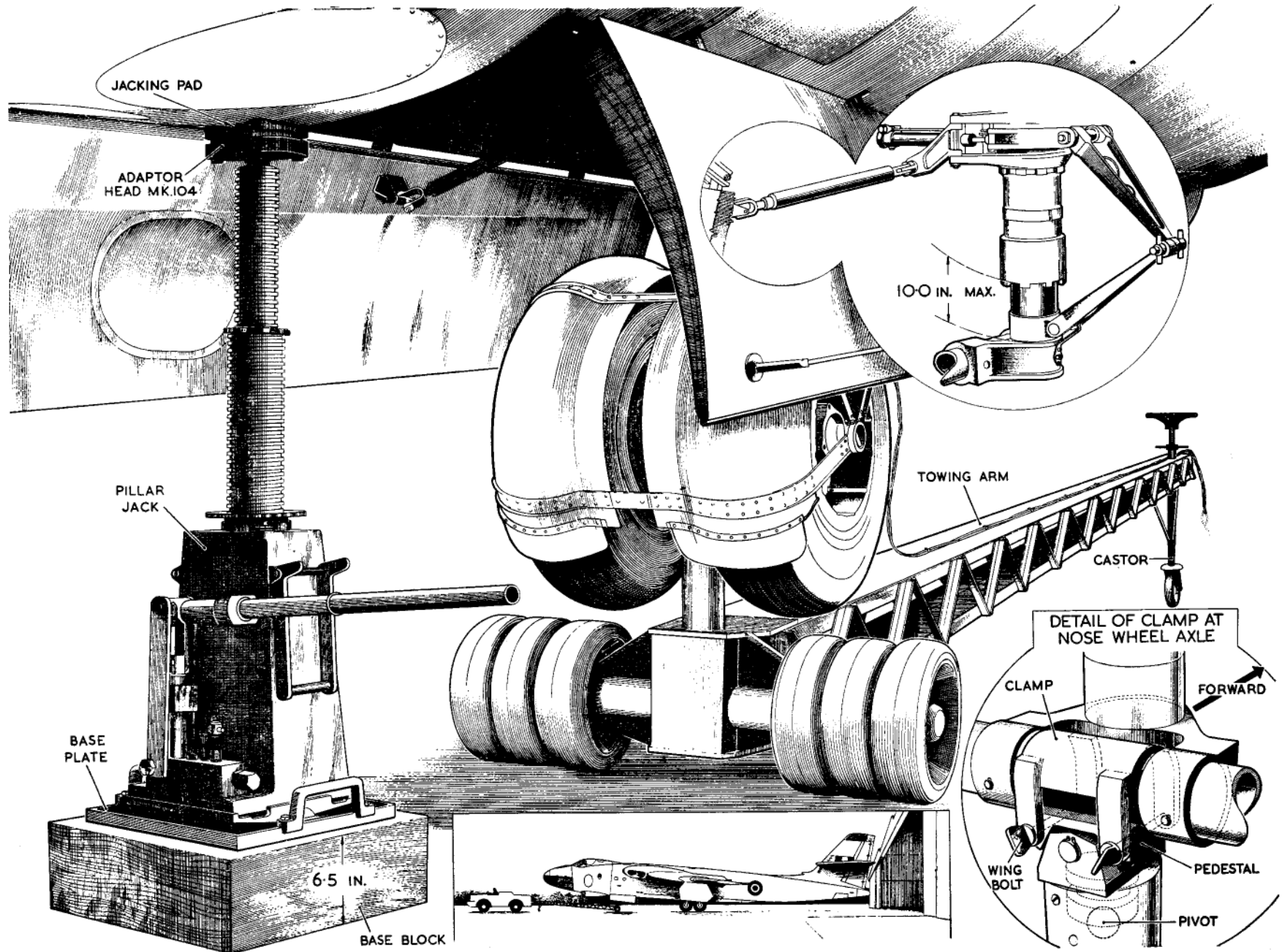


Fig. 7. Tail-down towing arm
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Rope position (fig. 8)	No. of turns (complete loops) per side—2 in. rope			
	75000 lb A.U.W.		128000 lb A.U.W.	
	Wet concrete	Icy concrete	Wet concrete	Icy concrete
1	9	15	0	13
2	5	7	0	6
3	5	7	0	6
4	3	5	0	4
5	5	5	0	3

as specified in sub-para. (1), the ropes at No. 5 position being additional to those in the above table.

(3) When picketing with cables (Table 3), for wind speeds in excess of those specified in sub-para. (1), full picketing (para. 16) will be required.

16. The aircraft is to be picketed on a specially prepared base which is fully described in A.P.1464G, Vol. 1, Part 2, Sect. 5. The picketing base incorporates six permanent picketing points which are equally disposed on a 40-ft. diameter circle. The aircraft is drawn up centrally on to the base in such a position that the forward pair of main wheel hubs are in line with any two diametrically opposed picketing points. The picketing equipment consists of nine cable assemblies, i.e., two off each of No. 1, 2, 3 and 4 and one off No. 5. The assemblies differ only in either their method of attachment to the aircraft or their length, the ground fastening and adjustment being the same in each case. The picketing is carried out as follows:—

Main wheel units

(1) Attach both No. 1 cable assemblies to the rear main wheel oleos at the towing eye lugs, using the ball joint attachments which are secured in the holes provided for the towing eyes. Secure the other ends of the assemblies to the rear pair of ground picketing points, using the "D" shackles attached to the chain ends.

(2) Similarly attach No. 2 cable assemblies to the forward main wheel oleos and to the forward pair of ground picketing points.

(3) Attach both No. 3 cable assemblies to the forward undercarriage jacking bracket pick-up points, using the special transverse fittings, and secure the free ends to the picketing points in line with the forward main wheel hubs.

(4) Similarly attach No. 4 cable assemblies to the rear undercarriage jacking bracket pick-up points and to the same picketing points as No. 3 cable assemblies.

(5) Take up any slack on the cable assemblies, using the turnbuckles at the junction between cable and chain.

Fuselage attachment

(1) Attach cable assembly No. 5 to the fuselage at Stn. 370, aft of the nose wheel unit, by using the four bolts attached to the fuselage picketing bracket (incorporated in the assembly). The two free ends are secured to the forward pair of ground picketing points.

(2) Take up any slack on the assembly, using the turnbuckles at the junction between cable and chain.

FLYING CONTROL LOCKING

(fig. 8)

17. When the aircraft is parked the flying controls must be locked by using the internal locking system built into the aircraft. All locking units at the control surfaces are operated by a single lever on the control pedestal; when the lever is pulled right back, locks will engage when the control surfaces are brought to the neutral position. The lever also brings an interference bar at the back of the pedestal into a position which ensures that the throttles cannot be opened sufficiently for take-off, whilst allowing enough movement for starting up and taxiing.

◀ WARNING . . .

The controls must never be locked while there is pressure in the power controls system, otherwise damage may result. ▶

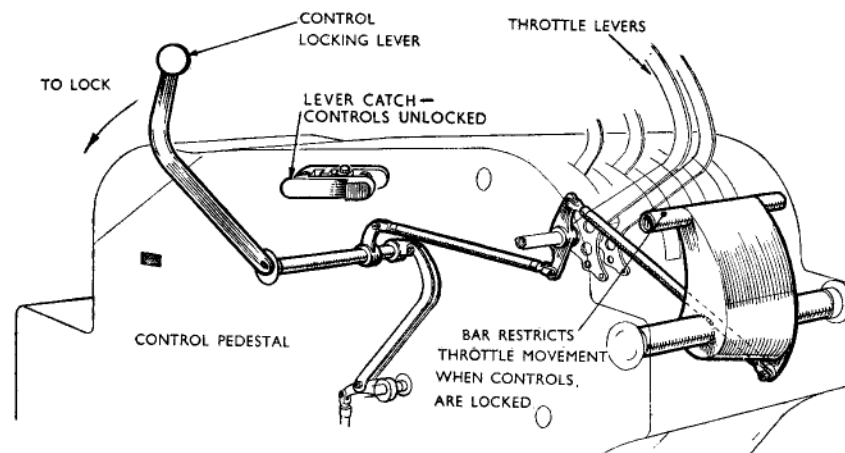


Fig. 8. Flying control locking

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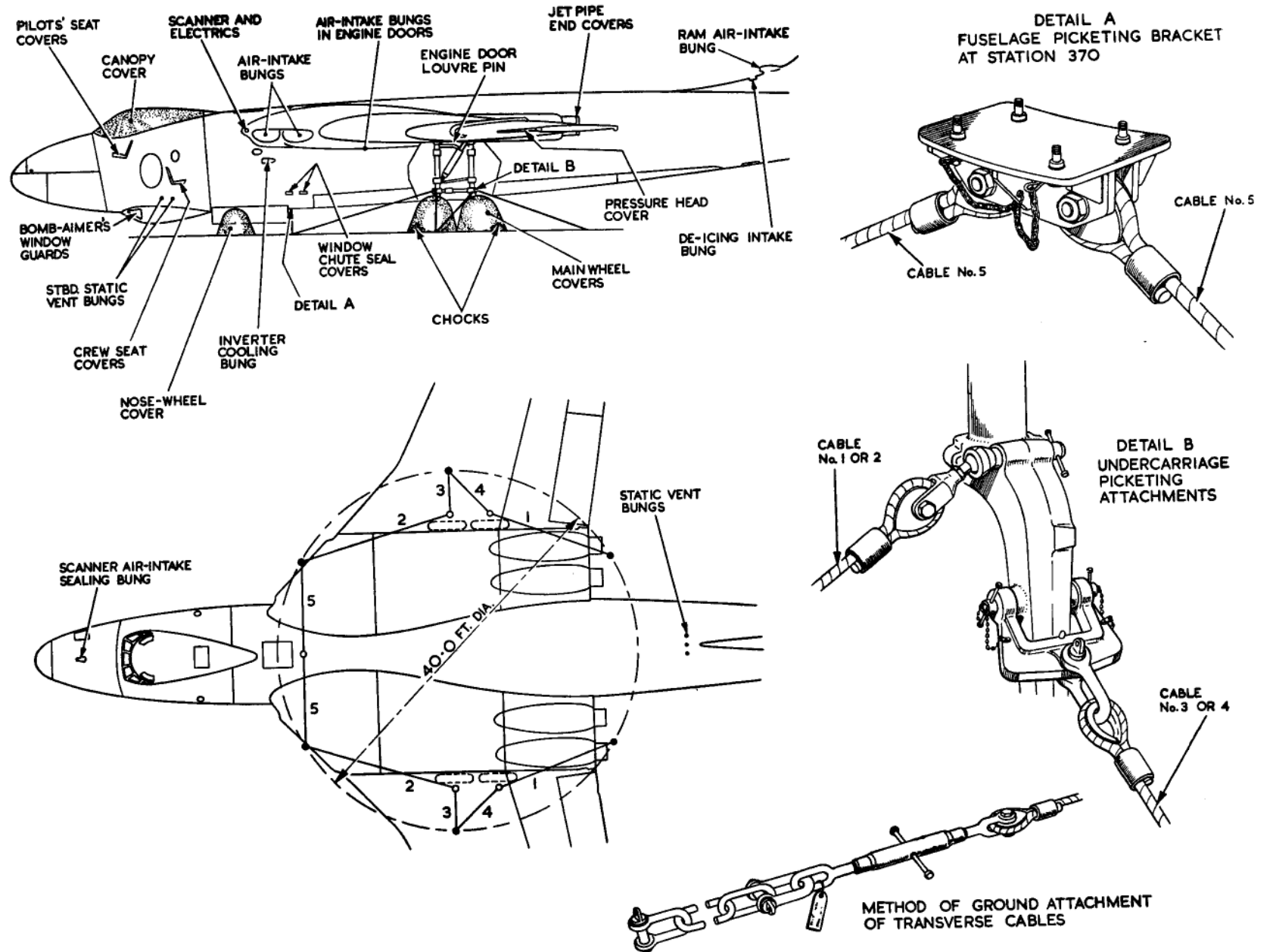


Fig. 9. Picketing and weatherproof covers

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18. One of the following methods of locking the controls must be used:—

(1) Offset all the controls, then pull back the locking lever fully, thus tripping the power control motors. As soon as all the power failure warning lamps come on, centralize the controls, making small movements around the central position until the locks engage.

Note . . .

In gusty conditions, as the hydraulic pressure drops and the controls revert to manual, some difficulty may be felt in holding the controls and the following method will probably prove easier.

(2) Offset all the controls, then trip all the power control motors by operating the four trip push-switches on the port coaming panel. When all warning lamps come on, pull back the locking lever and centralize the controls, making small movements around the central position until the locks engage. This method ensures that all hydraulic pressure has been dissipated before the locking pins are operated.

PARKING

19. When the aircraft is parked, the hand-operated brakes must be applied and locked. The parking lock is in the form of a rotating catch lever on the port handwheel.

Convection cooling louvre operation

20. On completion of parking operation the convection louvres on the upper surface

of the main plane must be closed. This is done by pulling down the louvre connecting bell-crank lever at the top of each undercarriage and inserting the special pin with pennant attached (Part No. 67479/4063).

WARNING . . .

The pins must be removed before starting the engines.

STOWAGE OF PICKETING EQUIPMENT AND WEATHERPROOF COVERS

21. The picketing equipment and weatherproof covers, etc., less ropes, are stowed for transportation, in panniers (Sect. 2, Chap. 7) secured to any one of the bomb carrier adapters in the aircraft bomb bay.

ALIGHTING GEAR SAFETY LOCK

22. By means of the airborne interlock connected with the pitot system, the alighting gear control circuit remains broken until a speed of approximately 85 knots is reached. The interlock can be overridden, if it is necessary to retract the undercarriage during servicing operations, by rotating the UP button through 90 degrees and depressing.

BOMB DOOR SAFETY SWITCHES

23. These switches are on a panel at the forward end of the bomb bay. With either switch at ISOLATE the appropriate bomb door cannot be operated from the cabin; the other door with the switch at NORMAL can be operated in the normal manner. A trip switch and indicator lamp are centrally placed between the isolating switches; when at TRIP, the switch isolates the complete

circuit from the cabin controls, and the indicator lamp lights green. It should be moved to TRIP after each selection on either of the isolating switches during ground operations. All switches must be returned to NORMAL when ground operations are completed. (Refer to Sect. 3, Chap. 1, for details of the correct use of these switches).

WARNING . . .

The area under the deflector must be kept clear of personnel and equipment during ground operations.

JET DANGER AREAS (fig. 10)

24. When the aircraft is being manoeuvred on the ground with the engines running, or when an engine is being run for any purpose, it is essential that personnel are given strict instructions to keep well clear of the air intakes and jet tail pipes, as to remain in proximity is to hazard their safety.

25. The diagram shows the danger areas with all engines at cruising r.p.m., or with one engine at take-off r.p.m. and the remainder at cruising, also the additional area with all engines at full throttle.

26. Personnel may walk with safety beneath the air intakes during engine running, the danger areas being confined to a 10 ft. radius in the same horizontal plane as the intakes.

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REMOVAL OF CRASHED AIRCRAFT FROM RUNWAYS

27. The removal of an aircraft damaged when landing may be done by one of three methods:—

- (1) If the aircraft is in a position where it does not constitute a hazard to other aircraft operating in the vicinity it can be jacked and dismantled for transport.
- (2) It may be jacked and towed away on the main salvage trolley (or on the undercarriage if this can be lowered).
- (3) In the extreme case, where the aircraft has come to rest on a main runway which must be cleared quickly, it must be towed off by winching, without any attempt at jacking.

Jacking for dismantling and transport

28. Where time permits and it is intended to dismantle the aircraft for transport, the procedure described in Sect. 2, Chap. 4, should be followed.

Jacking for removal by towing

29. Again if time permits, and there is no

urgency about removing the aircraft, it may be jacked and towed away by tractor, using one of two methods. It can be jacked only high enough to get the main salvage trolley under the fuselage, or, if the undercarriage is thought to be serviceable and the ground sufficiently firm, it can be jacked high enough to lower the undercarriage.

Emergency removal of aircraft by winching

30. For quick clearance of the runway in an emergency it will be necessary to winch the aircraft, using the equipment listed in Table 2 and described in A.P.4658A, Vol. 1, Sect. 3, Chap. 1. Winching is carried out using Douglas Tugmaster tractors, with fully loaded refuellers as anchors.

31. If the aircraft has landed with the undercarriage partly retracted it may be possible to loop the salvage strops around the undercarriage frames close to the hinge tubes. If this is not possible, it will be necessary to cut the outer plane skin along the lines marked on the upper surface and on the undercarriage fixed inner doors as shown on fig. 11.

32. The layout of the equipment will depend upon the aircraft attitude on the runway. When the aircraft nose is towards the edge of the runway, a straight layout will apply. When the aircraft is pointing along the runway it will be necessary to introduce a turn immediately the aircraft is moving, and the layout will have to be such as to suit this condition. The following procedure should be adopted at both sides of the aircraft:—

- (1) Pass one end of the 60 foot strop through the hole in the top surface, through the undercarriage frame and out of the lower access hole and connect the ends to form a loop.
- (2) Attach one snatch block of the drag-off tackle to the loop formed in the 60 foot strop. This block is attached to the 25 foot strop by a quick-release hook.
- (3) Position the winching and anchor vehicles and pass the winch cable through the snatch block at the other end of the 25 foot strop and secure it to the anchor vehicle.

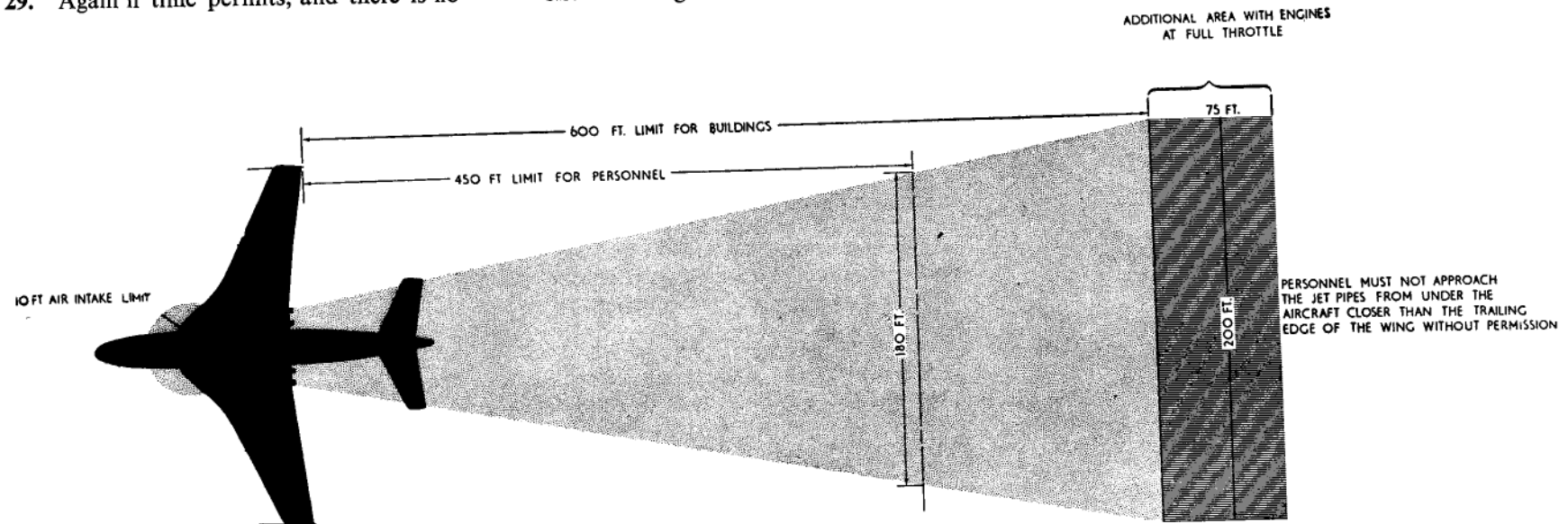


Fig. 10. Danger areas

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(4) Chock the vehicles at all wheels, using chocks fitted with toe pieces, and lower the spades of the Tugmasters.

(5) If necessary, provide additional anchorage by securing vehicles to both the winching and the anchor vehicles.

33. A controller should position himself between the winching vehicles in such a way that he is clearly seen by the winch operators, and has a clear view of the aircraft. All other personnel should keep well clear during winching operations. After taking up tension in the haulage gear, winching may commence upon a signal or instruction from the controller. With the aircraft moving, turning can be effected by increasing the pull of either winch. When the aircraft has been winched forward as far as possible, the vehicles should be unchocked, winch brakes released, all vehicles driven forward and the cycle repeated until the aircraft has been withdrawn to the desired position. Whilst forward towing is preferable, backward towing is permissible by this method if necessary. It is essential that the equipment layout is not varied in any way that will impose a greater load upon the cables and tackle.

Note . . .

The haulage tackle is used and maintained in accordance with A.P.2817A, Vol. 1, Sect. 9, Chap. 1.

Table 2—Salvage equipment for quick removal

Ref. No.	Description
4GB/5725	Emergency drag-off tackle Mk. 1
4GB/5726	Strop, 60 ft.
3A/3184	Saw, pneumatic
4G/3458	Chock, wooden, large
4G/3785	Toe piece

Rapid take-off facilities

34. To reduce to a minimum the time interval between starting procedure initiation and take-off, certain quick-release

devices may be fitted. These comprise special connection plugs and covers which are automatically released as the aircraft commences to roll from its "readiness" position. The aircraft equipment (fig. 10A) consists of the following:—

(1) 112-volt quick-release engine starting plug connectors (Mod. 3087).

(2) 28-volt quick-release ground supply plug connectors (Mod. 3088).

(3) A quick-release telebriefing plug connector (Mod. 3089).

(4) A quick-release true earth plug connector (Mod. 3090).

(5) A quick-release connector for the ground conditioning 5 in. hose connection. (Mod. 3107).

The positioning of the ground equipment and the anchorage for breakaway connections and static vent covers relative to the aircraft are shown in fig. 10B, though it may be necessary to vary these positions slightly to suit local terrain conditions. All ground equipment which may be subjected to jet blast on run up or taxiing from the "readiness" position must be anchored in position.

Fitting and anchoring disconnect assemblies and covers (fig. 10B)

35. The method of fitting and anchoring disconnect sockets and static vent covers is as follows:—

(1) 112-volt *Sim-start sockets*.—These are held together in pairs (port and stbd. engines) by four half-clamps bolted to a plate to which the anchor cable is attached. There is one assembly for each pair of sockets, thus all four sockets are withdrawn from their respective plugs simultaneously. (Length of anchor cables is 5 ft.—anchorage point 2).

(2) 28-volt *ground supply socket*.—This is held by two half-clamps, attachment plates, auxiliary pull-off cables and a spreader plate, secured by shackles to a 7 ft. long anchor cable, anchorage point 3.

(3) *Telebriefing and true earth ground servicing sockets*.—These are held one at each side of a saddle plate by U-bolts

offset to ensure simultaneous withdrawal of both sockets. This assembly is secured to a 6 ft. length of cable which in turn is attached by a figure-of-eight link to a 35 ft. long rolling lanyard anchored at its front and rear ends at points 4 and 5 respectively. This arrangement permits the ground crew chief to remain in telecommunication with the aircraft as it commences to roll to ensure that all other disconnects have operated satisfactorily before he is disconnected.

(4) *Spring-loaded pitot head covers (detail A)*.—These, cocked in readiness for ejection, are gently placed over the pressure heads by means of a special tool which is then removed; the 12 ft. long check and recovery cables are anchored below the wing tip trailing edges, point 6.

(5) *Autopilot and cabin pressure controller sealing pads (detail B)*.—These differ only in the length of their anchorage cables. Those for the autopilot vent covers are 14 ft. long and are attached to ground anchorages at points 8, whilst that for the cabin pressure controller vent cover is 7 ft. long and is attached for anchorage purposes to the restraining cord attachment lug of the 5 in. ground conditioning elbow at point 9.

(6) *5 in. ground conditioning breakaway coupling (fig. 10C)*.—This comprises a moulded plastic elbow with a bayonet fitting by which it is attached to the inlet of the cabin air conditioning pressure dome. Before attaching the breakaway coupling, a lanyard secured to the elbow is passed through a hole in the outer door of the aircraft portion of the system, fed round a roller on the outer side of the inner door, and its looped end placed around a groove in the spring-loaded outer door catch which is then cocked. As the aircraft moves forward, the tension of the 5 in. anchored hose (point 10) causes the ground conditioning elbow connection to turn rearwards at its lower end and so releases the bayonet fitting, allowing the elbow to fall away. A lightly-tensioned restraining cord, attached to

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◀ the elbow and anchored to the ground outboard of the connecting point 1, ensures that the elbow falls clear of the nose wheels. As the elbow falls away, tension is being applied to the door lanyard which eventually closes both doors and finally releases the spring-loaded door catch, thus locking the outer to the inner door before being pulled completely away by the anchored elbow coupling.

(7) *Feel unit vent plugs.*—These comprise three specially moulded neoprene

balls (*detail C*) anchored to the ground, point 7, by a single nylon cord. The plugs are fitted with the one nearest the anchored end of the cord, inserted in the vent furthest from the anchorage point and each successive one in the vent remote from the anchorage. This method, together with the slack provided in the cord between the plugs when inserted in the vents, ensures a clean and consecutive removal of the plugs with the minimum of strain on the anchorage cord.

All the above assemblies, provided for by Mod. 3100, are listed in Table 3.

36. During low temperature climatic conditions when icing is possible, the following precautions are necessary before fitting the pitot head and static vent covers.

- (1) Apply grease XG-275 to the spring release lever, the rear collar and the open end of the pitot head covers.
- (2) Treat with de-icing fluid AL-8 the rubber suction pads and Polyester

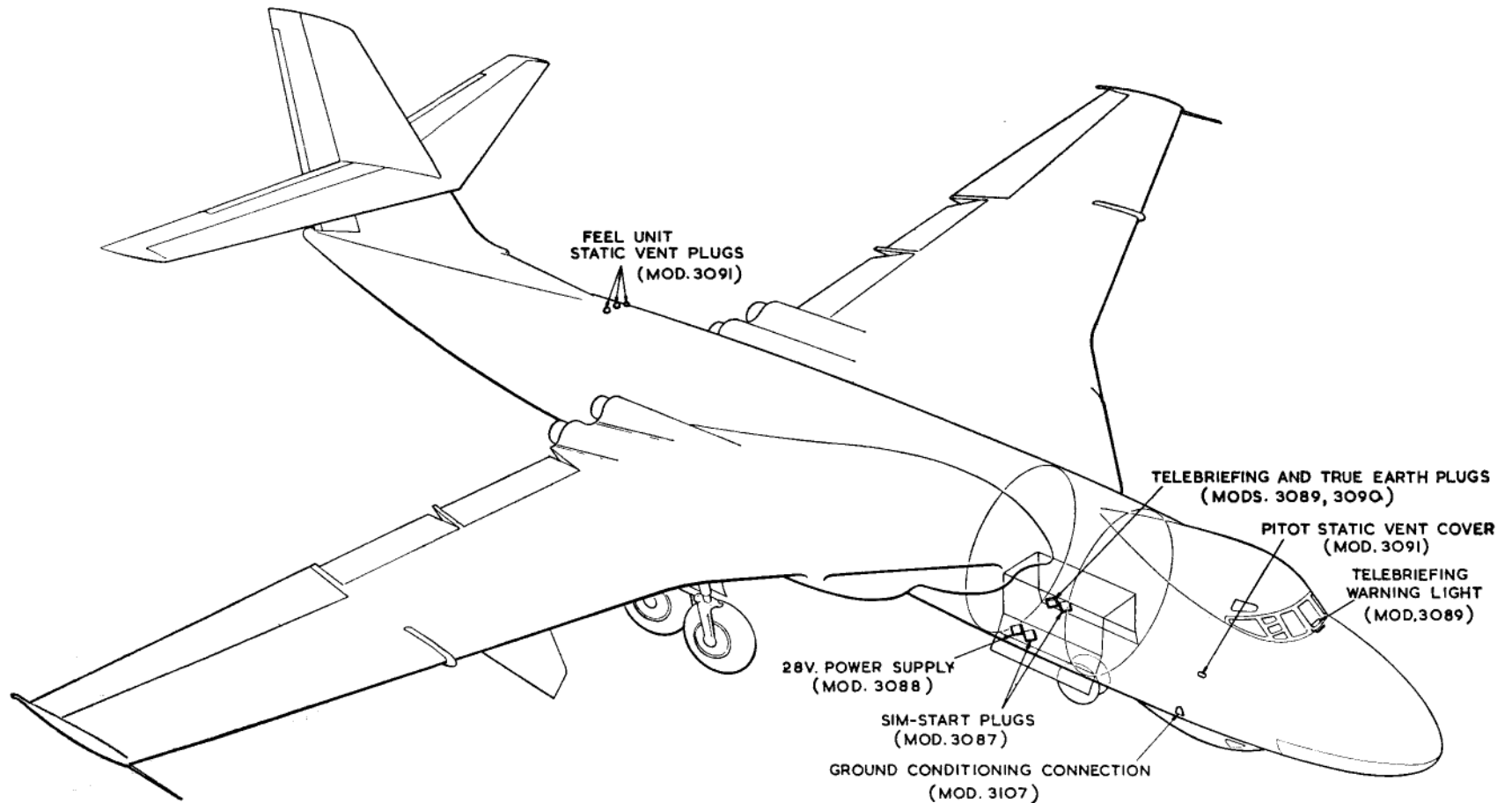


Fig. 10A. Rapid take-off facilities

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- ◀ sealing pads of the autopilot and cabin pressure controller vent covers, and the aircraft skin adjacent to the vents.
 (3) Apply grease XG-275 to the lower

face of the locating flange of the feel unit vent plugs.
 In high temperature climatic conditions only the rubber suction pad of the autopilot and cabin pressure controller vent covers is to

be given a light application of grease XG-277. In temperate conditions a light moistening such as breathing on the suction pads is sufficient to ensure adhesion.▶

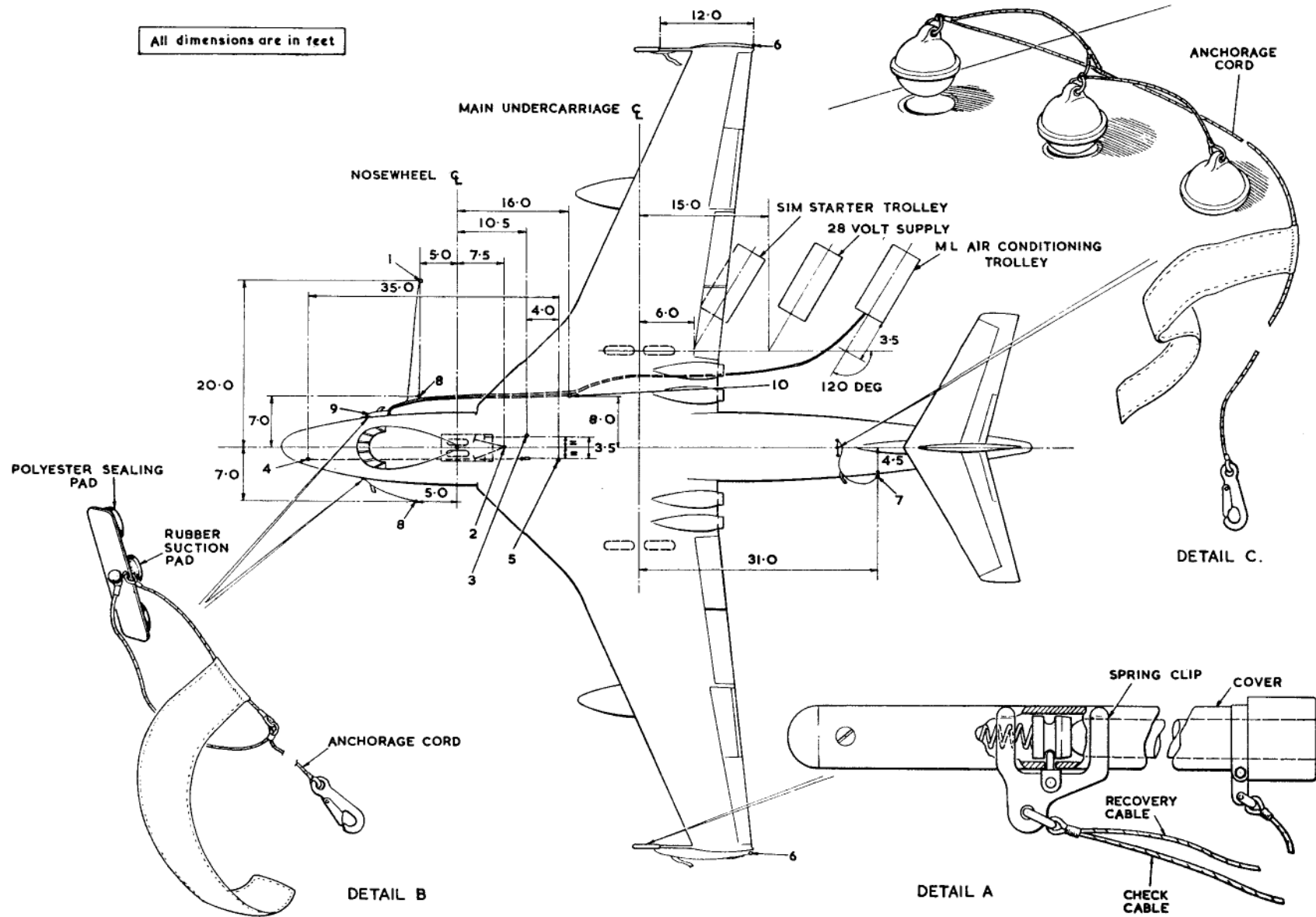


Fig. 10B. Anchorages, covers, connections and equipment (R.T.O.)

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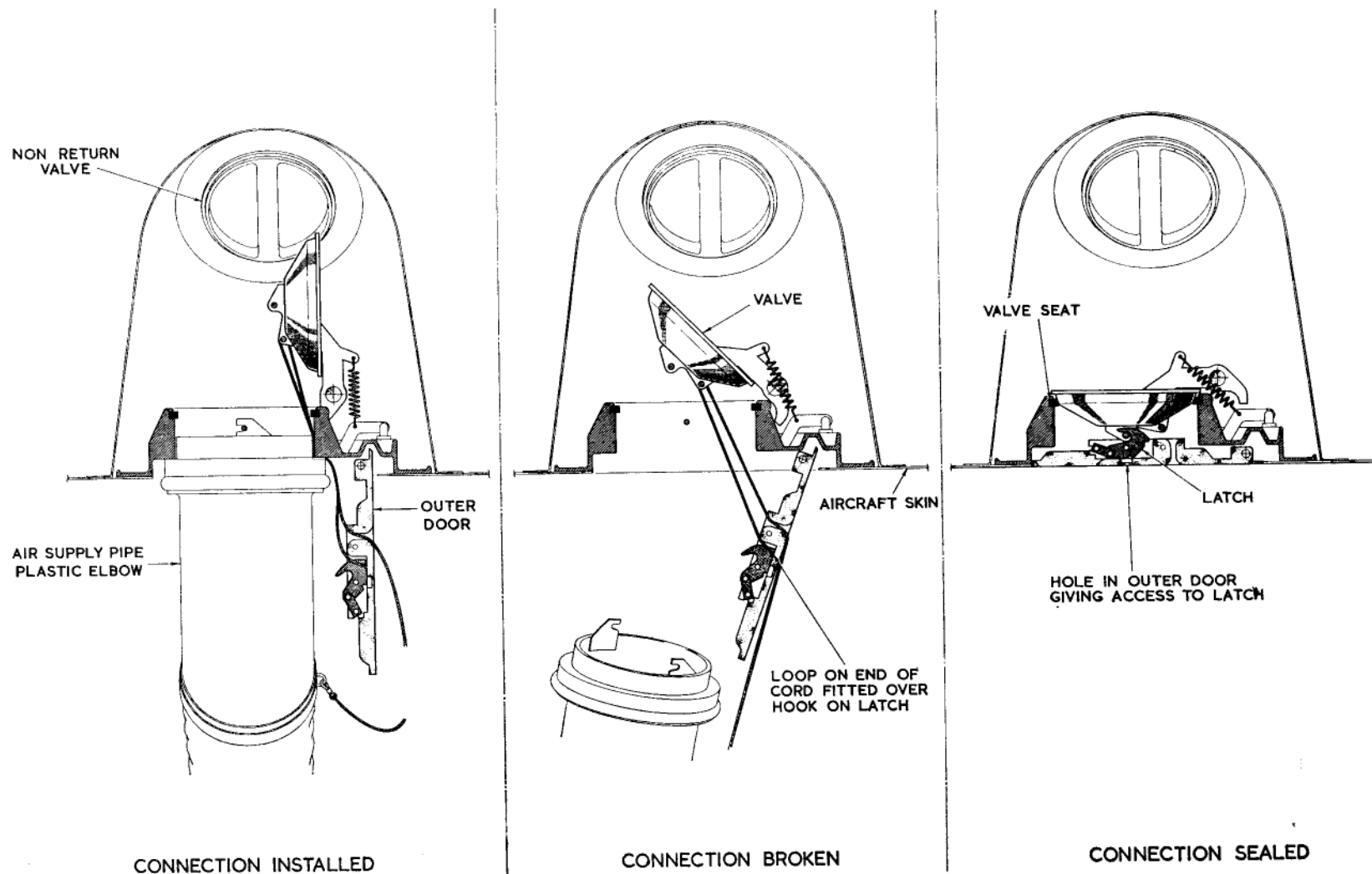


Fig. 10C. Air conditioning connection (R.T.O.)

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Table 3
General equipment

Ref. No.	Part No.	Description	Remarks	Ref. No.	Part No.	Description	Remarks
26SR/95464	67479 Sht.699	Cable, picketing, No. 1	U/c aft assembly	26SR/95435	67479-5507	Bung, engine doors	
26SR/95465	67479 Sht.701	Cable, picketing, No. 2	U/c forward assembly	26SR/95434	67479-5509	Bung, engine doors	} Mod. G.E.1664
26SR/95466	67479 Sht.703	Cable, picketing, No. 3	U/c forward transverse	26SR/95433	67479-5511	Bung, engine doors	
26SR/95467	67479 Sht.705	Cable, picketing, No. 4	U/c aft transverse	26SR/95444	67479-1647	Bung, air-intake dorsal fin de-icing	
26SR/95468	67479 Sht.707	Cable, picketing, No. 5	Fuselage	26SR/95432	67479 Sht.859	Plug, static vents pressure controller	
26SR/95332	70679-3	Guard, bomb aimer's window, stbd.		26SR/95600	67479 Sht. 1219	Plug for auto-pilot static vent	
26SR/95333	70679-4	Guard, bomb aimer's window, port		26SR/95457	70679 Sht.9	Seal, window installation chute	
26SR/95334	70679-5	Guard, bomb aimer's window, centre		26SR/95391	67479-4063	Pin, locking, engine vent louvres	
26SR/95341	67479-4376	Cover, pilot's seat, port		26SR/95475	67479 Sht.1047	Block, base, for nose jack	
26SR/95342	67479-4375	Cover, pilot's seat, stbd.		26SR/95070	66067 Sht.11	Plate, base	
26SR/95448	67479-6111	Cover, crew seat		26SR/95163	67479 Sht.223	Pad, jacking, nose	
26SR/95119	67479 Sht.131	Arm, towing, aircraft		4Q/2624	—	Jack, pillar, hydraulic, 25 tons	
26SR/95032	67479 Sht.1027	Arm, towing, aircraft tail down		4Q/2663	—	Adapter head, Mk. 104	
26SR/95026	67479 Sht.5	Bridle, towing	For double tow	4G/3458	—	Chock, wood, large	
26SR/95085	67479 Sht.65	Bridle, towing, c/w shackles	For single tow, backwards only	26SR/95390	67479-529	Cover, sealing jet outlet	
26SR/95301	67479 Sht.487	Strut, tail support	Loading indication	27D/2959	—	Cover, cockpit canopy	
26SR/95245	67479 Sht.445	Bung, air-intake		26SR/95557	70679 Sht.1231	Canopy, sun, at pilots' hood	(Mod. 2520)
26SR/95443	67479-1637	Bung, feel units air intake on fin		27D/2960	—	Cover, main wheel	
26SR/95427	67479 Sht.871	Bung, feel units static vent on fuselage top		27D/2961	—	Cover, nose wheel	
26SR/95601	70679/10791	Cover, feel unit static vents, quickly-detachable	Post-Mod. 3091	27D/2963	—	Cover, pressure head	
26SR/95445	67479-1649	Bung, sealing, ram air-intake, stbd. inner plane		26SR/95514	67479 Sht.1063	Cover, air-intake	} Mod. G.E.2191
26SR/95554	67479-7885	Bung, aileron power unit air-intake Fuselage stbd. side (Mod. G.E. 2984)		26SR/95515	67479 Sht.1065	Cover, air-intake	
				26SR/95299	67479 Sht.493	Hoist, 'Window' container	
				26SR/95425	70179 Sht.471	Cover, camera crate	
				26SR/95446	67479-5769	Bung, scanner bonnet	
				26SR/95516	67479-6705	Bung, inverter cooling	
					70655-649	Tool, security check, flood flow, outlet cover	
					70679 Sht.1533	Warning flag—ice detector head	(Mod. G.E. 3134)

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Table 3 (contd.)

Ref. No.	Part No.	Description	Remarks
26SR/	70679 Sht. 1469	Pitot pressure head cover and release assembly	Ground equipment for rapid take-off facility
26SR/	70679 Sht. 1493	Pull-off assembly, 112-volt plugs	
26SR/	70679 Sht. 1495	Pull-off assembly, 28-volt plug	
26SR/	70679 Sht. 1497	Pull-off assembly, true earth and telebriefing plugs	
26SR/	70769 Sht. 1499	Static vent cover assembly, autopilot vents	
26SR/	70679 Sht. 1535	Static vent cover assembly, cabin pressure controller vent	
26SR/	70679 Sht. 1537	Tension cord, 5 in. air conditioning elbow	
26SR/	70679 Sht. 1539	Rolling lanyard assembly, true earth and telebriefing plugs	
26SR/	70679 Sht. 1543	Lanyard assembly, 5 in. air conditioning hose	
26SR/	70679 Sht. 1475	Tool, pressure head covers Mk. 9	
26SR/	70679 Sht. 1595		
28SR/	70679 Sht. 1509	Tool, pressure head covers, Mk. 8	
26SR/	70679 Sht. 1597		
26SR/	70679-10791	Static vent plug assembly, feel unit vents	

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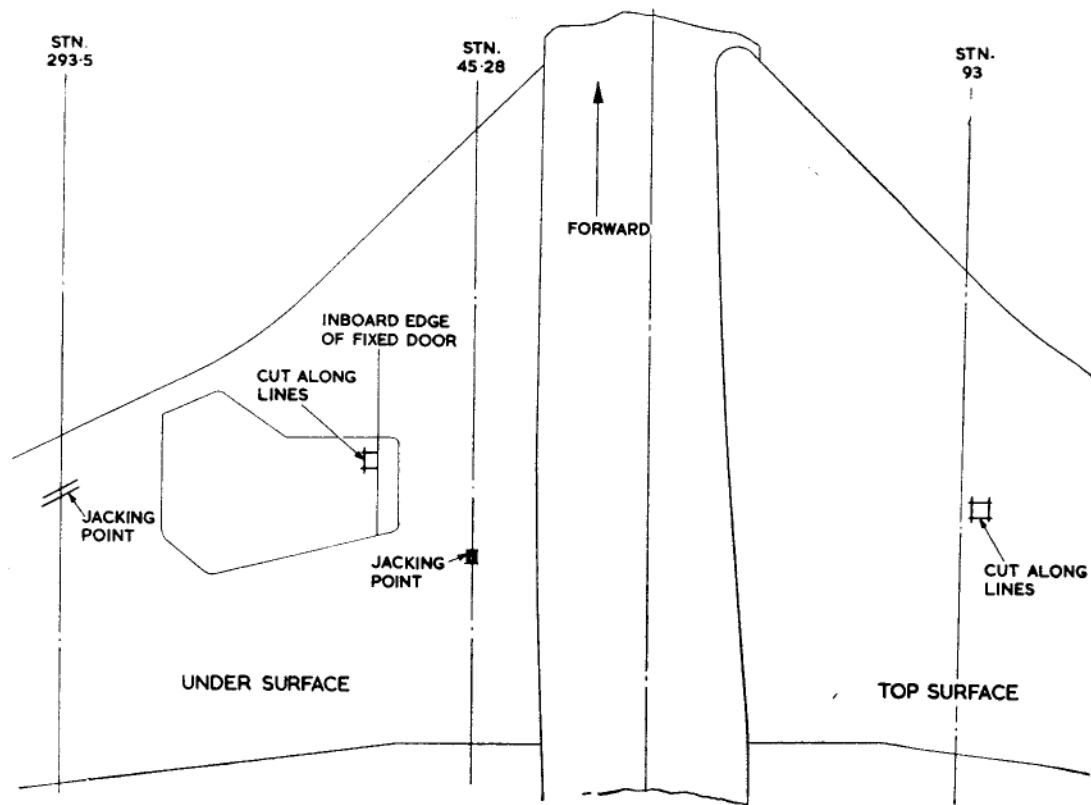


Fig. 11. Skin cut-outs and jacking points—crash removal

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