Chapter 4 GENERAL SERVICING

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1. This chapter gives information on the general servicing of the aircraft, and the handling and transportation of crashed or damaged aircraft. The servicing of systems and individual components is dealt with in the relevant chapters. During the servicing of the aircraft it may be necessary for operators inside the cockpit to communicate with those on the outside; radio intercommunication is made possible by plugging into the jack box on the fuselage port side, just forward of the bomb-bay doors. For certain operations a ground intercomm. set (Table 1) is provided.

Ground equipment and special tools

2. Servicing, salvage and transportation equipment is listed in Tables 1, 2, 3 and 4. The ground handling equipment and special tools required when handling the various components of the aircraft are given in detail in the appropriate chapters.

Note . . .

The tail strut should be fitted at fuselage Stn. 1046 *during normal servicing operations* (*see appropriate warning in Sect.* 2, *Chap.* 2).

Access panels

3. Certain access panels are illustrated in the appropriate Chapters, but fig. 6 and 7 in this Chapter give a comprehensive layout of all access panels, internal and external, on the aircraft. Cut-out panels, to provide access to aircraft strong points during emergency salvage operations, are illustrated in Sect. 2, Chap. 1, fig. 12. Access to the fuselage upper servicing bay is gained through a hatch in the nose-wheel bay roof. Access to the servicing bays on each side of the nosewheel bay is gained through fuselage skin panels, similar panels in the bomb-bay

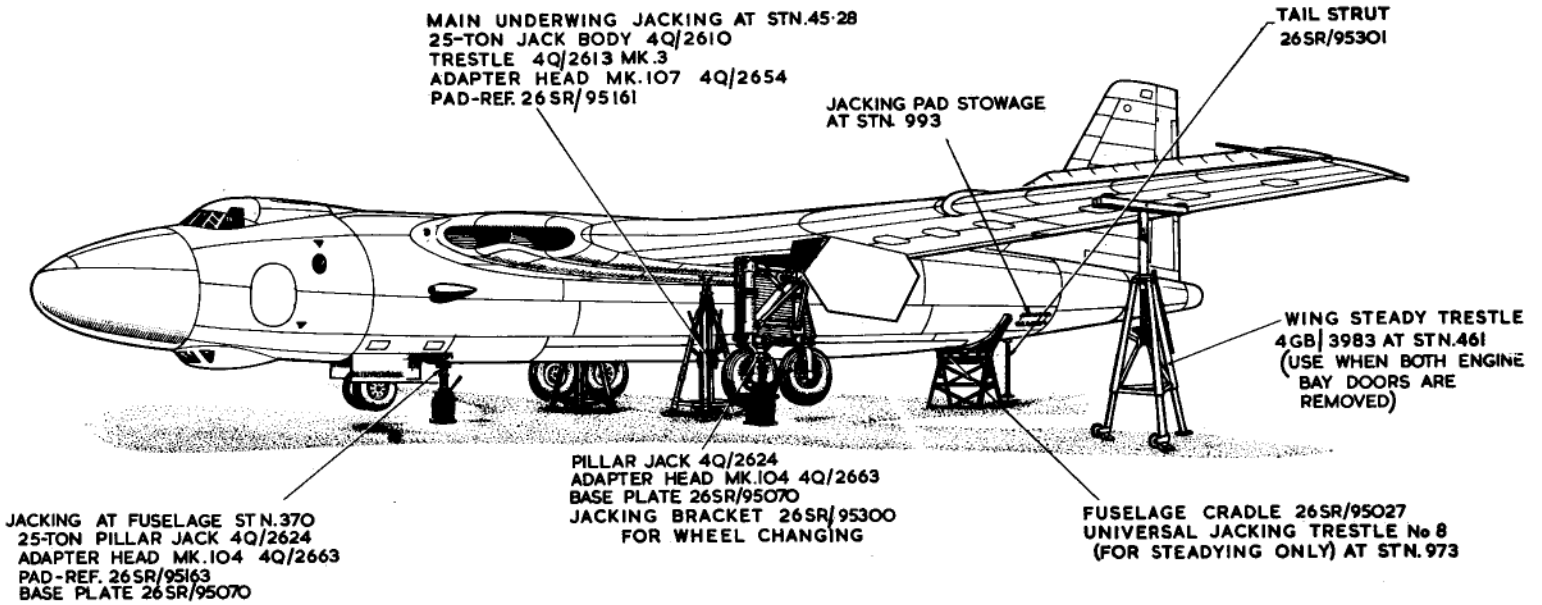

Fig. 1. Jacking and trestling

Table 1

General servicing equipment

Ref. No.	Part No.	Description	Remarks
26SR/95086	67475–Sht.51	Ladder, servicing	
26SR/95201	67479–Sht.273	Ladder, scanner maintenance	
26SR/95424	67479–Sht.819	Ladder, internal access to fin	
10G/20001	—	Equipment, intercommunication, aircraft servicing (Ultra Type 36)	For use during ground servicing
10U/17229	—	Unit, loudspeaking, Type 10007	
10K/20203	—	Unit, power (battery), Type 8997	
26SR/95301	67479–Sht.487	Strut, tail support	
*4Q/2624	—	Jack, pillar hydraulic, 25-ton	For fuselage jacking at Stn.370 and main wheel changing
*4Q/2663	—	Adapter head Mk. 104	
*26SR/95070	66079–Sht.11	Base plate	
26SR/95300	67479–Sht.631	Bracket, jacking	
*26SR/95163	67479–Sht.223	Pads, jacking, nose	For nose jacking at Stn.370. Used with 4Q/2624, 2663, and 26SR/95070
*4Q/2610	—	Body, hydraulic, 25-ton	For main plane jacking at Stn.45·28
*4Q/2613	—	Trestle Mk. 3	
*4Q/2654	—	Adapter head Mk. 107	
*26SR/95161	67479–Sht.221	Pads, jacking	

Table 1—*contd.*

Ref. No.	Part No.	Description	Remarks
*4GB/3983	—	Trestle, main plane steady	For use at Stn. 461 when engine bay doors are removed
26SR/95027	66079–Sht.33	Former, trestling	For steadying only at Stn. 973
4GB/	—	Trestle, U.J. No. 9A c/w Type B brackets and metal beam	
26SR/95127	67479–Sht.269	Davit, scanner hoisting	For installing and removing H2S scanner
26SR/95128	67479–Sht.289	Sling, scanner bonnet	
4GC/6207	—	Sling, scanner	
26SR/95278	S.3016–Sht.1	Sling, radome nose	
26SR/95277	S.3015–Sht.1	Spreader, sling, radome nose	
*26SR/95012	66079–Sht.7	Sling, fin	
*26SR/95013	66079–Sht.39	Sling, rudder	
*26SR/95015	67479–Sht.31	Sling, tail plane	
*26SR/95016	66079–Sht.71	Sling, elevator	
*26SR/95017	67479–Sht.9	Sling, aileron	
*26SR/95339	67479–Sht.747	Sling, No. 2 flap	
*26SR/95340	67479–Sht.749	Sling, No. 3 flap	
*26SR/95419	67479–Sht.741	Sling, jet pipe	For installing and removing
26SR/95185	67479/67	Sling, dinghy	
		*These items may also be required for salvage operations	

Table 2

Rigging equipment

Ref. No.	Part No.	Description	Remarks
26SR/95004	66079–Sht.15	Gauge, main plane incidence	
26SR/95006	66079–Sht.19	Gauge, main plane dihedral	
26SR/95255	67479–Sht.439	Gauge, aileron rigging check	
26SR/95005	66079–Sht.5	Gauge, tail plane incidence	
26SR/95007	66079–Sht.21	Gauge, tail plane dihedral	
26SR/95123	67479–Sht.213	Gauge, fuselage cross level	
26SR/95351	67479/4067	Bracket, rigging, fuselage, stdb, (Stn.1033)	Fuselage levelling
26SR/95352	67479/4068	Bracket, rigging, fuselage, port (Stn.1033)	
26SR/95353	67479/4069	Bracket, rigging, fuselage (Stn.993)	
1C/2422	—	Straight edge, standard 4 ft.	Fuselage longitudinal levelling

walls providing access to the bays at each side of the bomb-bay. Components fitted in the compartment above the bomb-bay are accessible through a hinged panel aft of the bomb-bay deflector.

Drain holes

4. The drain holes (fig. 3) should be kept clear of obstruction.

Lubrication

5. The lubrication of the aircraft components is dealt with in the appropriate chapters.

Rigging checks

6. The rigging diagram (fig. 2) gives the dimensional limits for checking the aircraft symmetry. The rigging points are indicated by 1 in. dia. black-or, post-Mod, 2932, blue-painted discs. The dihedral and incidence are given in the Leading Particulars. Levelling the aircraft longitudinally and laterally is effected by the use of straight edges mounted on rigging blocks secured to the upper servicing bay floor at Stn. 325 and 350, and on detachable brackets in the rear fuselage at Stn. 993 and 1033.

External connections

7. Connections for replenishing are dealt with in Sect. 2, Chap. 2. Access to the external connection for the electrical supply, including engine starting ◀and post-Mod. 2810, fire protection during aircraft servicing▶ is obtained by opening the panel on the fuselage port side, just forward of the bomb bay. The external electrical supply connection for use when towing the aircraft is located in the nose-wheel bay accessible through the nose-wheel doors. Post-Mod. 3087, rearward-facing, quick-release sim-

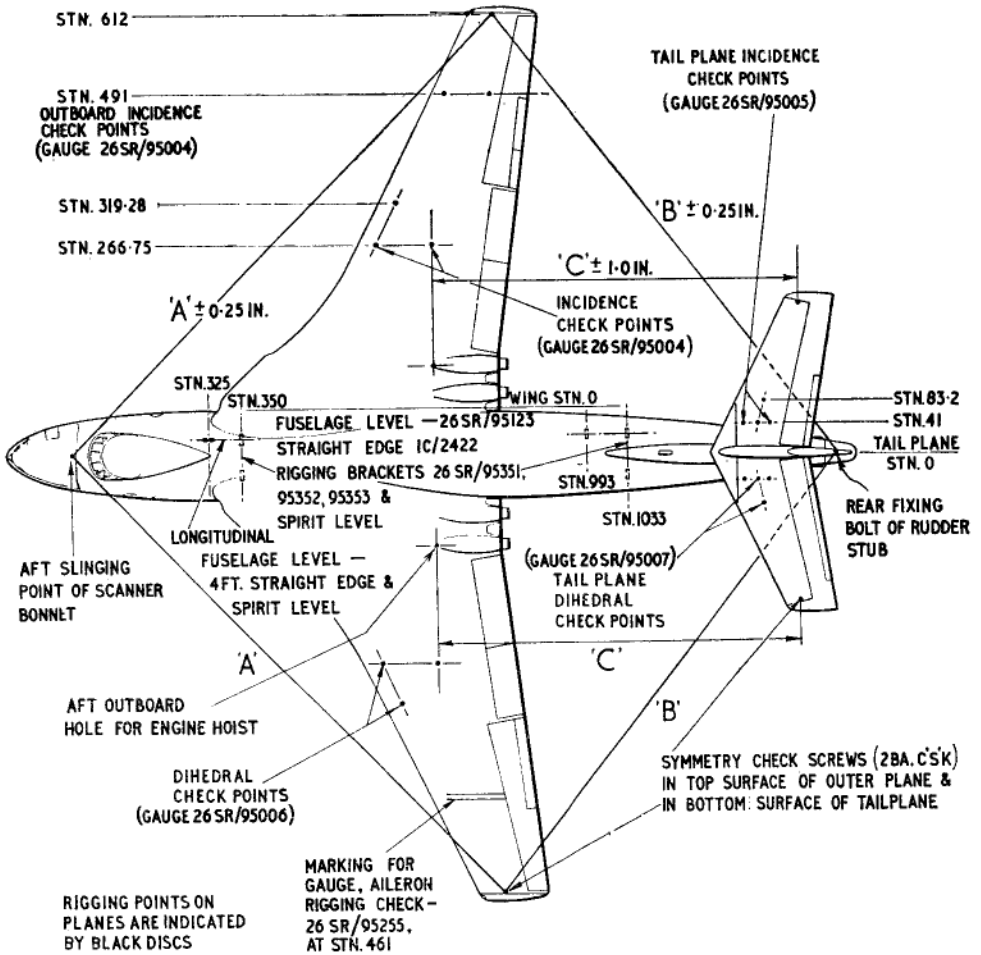

Fig. 3. Rigging diagram

start connectors are fitted on the nose-wheel bay inner walls and, post-Mod. 3088, a quick-release plug for the electrical ground supply is fitted on the starboard wall. A quick-release true earth plug is fitted in the nose-wheel bay, post-Mod. 3090.

Pipe coding

8. Pipe identification codes are given in the appropriate Chapters to assist in tracing any particular pipeline system or selected section of a system.

Jacking and trestling

9. The method of aircraft jacking and trestling for normal servicing is shown in fig. 1, jacking for salvage operations being covered in Sect. 2, Chap. 1; jacking and

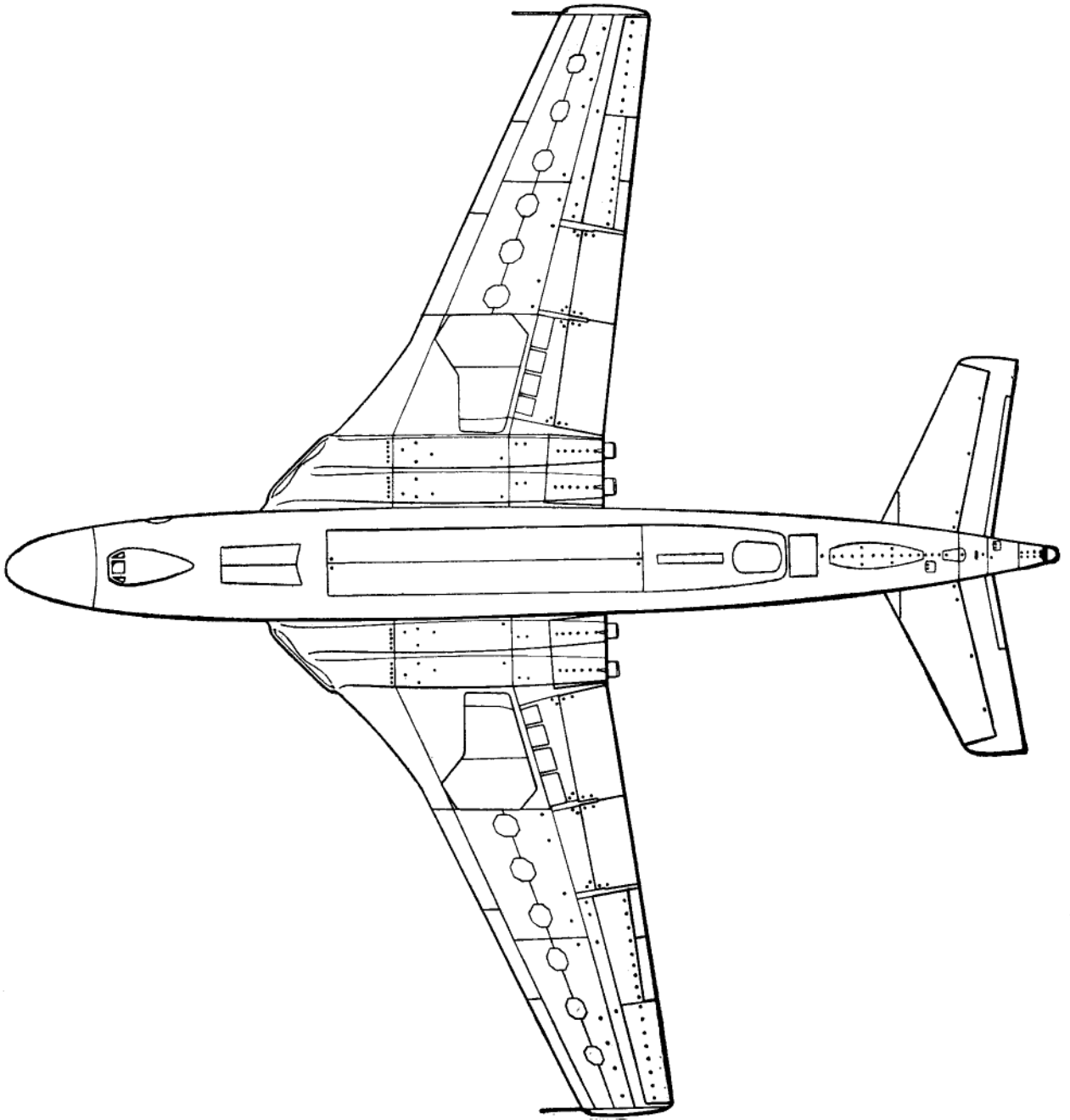

Fig. 4. Drain holes

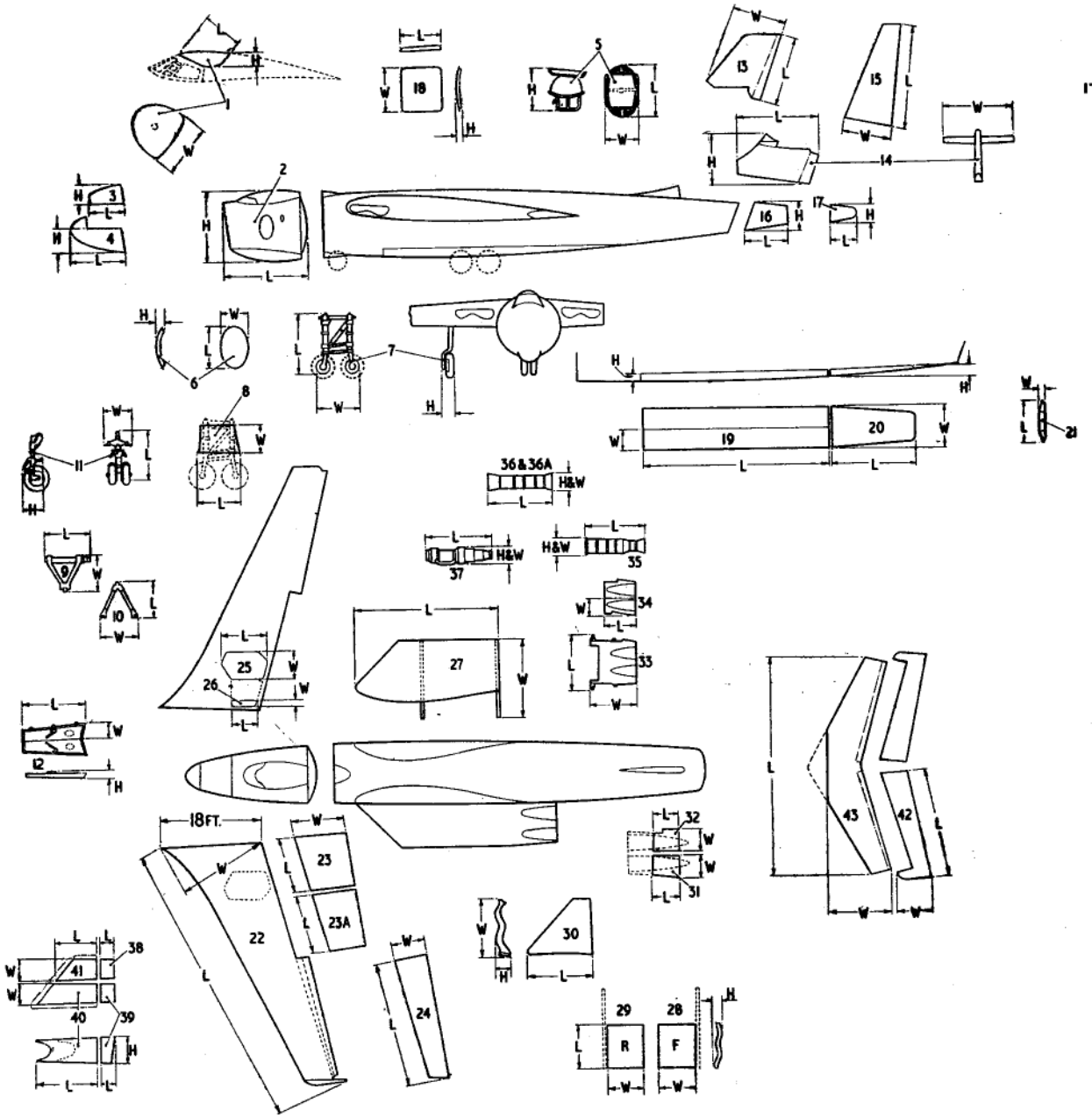

Fig. 5. Packing Dimensions

KEY TO FIG. 5 (PACKING DIMENSIONS)

ITEM	DESCRIPTION	LENGTH (L) FT.	LENGTH (L) IN.	WIDTH (W) FT.	WIDTH (W) IN.	HEIGHT (H) FT.	HEIGHT (H) IN.	WEIGHT LBS.
1	CANOPY	5	3	5	9	2	2	124
2	CABIN	15	4	11	8	13	8	5500
3	SCANNER BONNET	7	0	8	6	3	9	95
4	SCANNER FAIRING	10	4	8	6	4	10	300
5	SEXTANT DOME	4	0	2	10	3	0	28
6	CABIN DOOR	4	8	3	5	1	0	35
7	MAIN U/CARRIAGE	10	10	6	9	2	0	1795
8	FIXED FAIRING	7	3	5	7	0	8	63
9	UPPER SIDE STAY	6	10	4	8	1	0	280
10	LOWER SIDE STAY	4	0	3	6	0	9	96
11	NOSE U/CARRIAGE	6	9	3	2	3	0	486
12	NOSE U/CARRIAGE DOOR	8	5	3	0	0	6	40
13	TOP FIN	13	6	10	6	1	6	330
14	LOWER FIN	15	6	12	7	8	0	643
15	RUDDER	19	2	8	2	1	6	467
16	FUSELAGE TAIL	8	6	5	6	6	0	200
17	TAIL FAIRING	4	3	3	0	3	0	25
18	REAR FUSELAGE ACCESS PANEL	2	9	3	0	0	7	10
19	BOMB DOORS	33	0	3	9	0	9	270
20	DEFLECTOR	15	0	7	4	2	0	170
21	DEFLECTOR BEAM	6	4	0	9	0	11	35
22	OUTER PLANE	52	0	16	3	3	6	9200
23	No. 2 FLAP	12	0	7	4	1	6	233
23A	No. 3 FLAP	9	8	7	4	1	6	178
24	AILERON	23	0	6	6	1	1	460
25	U/CARRIAGE DOOR	9	6	5	6	1	2	152
26	U/CARRIAGE HINGE BRACKET	5	0	1	9	0	7	15
27	INNER PLANE	26	6	15	0	4	6	5740
28	ENGINE BAY DOOR FORWARD	8	0	6	6	1	2	194
29	ENGINE BAY DOOR REAR	8	0	7	7	0	10	251
30	INNER PLANE PANEL	10	6	8	0	2	2	73
31	JET PIPE PANEL	4	2	3	10	0	11	17
32	JET PIPE PANEL	3	11	3	7	1	1	17
33	No. 1 FLAP	7	9	6	0	2	0	122
34	JET PIPE PANEL	8	3	3	6	1	8	55
35	JET PIPES	13	0	2	8	2	8	145
36	JET PIPE SHROUDS INNER	12	6	3	0	3	0	95
36A	JET PIPE SHROUDS OUTER	8	4	3	0	3	0	80
37	POWER PLANT	9	10	3	5	3	5	2850
38	REAR OUTER INTAKE	2	0	3	7	3	0	12
39	REAR INNER INTAKE	4	0	3	9	3	0	12
40	FORWARD INNER INTAKE	7	8	3	9	2	9	100
41	FORWARD OUTER INTAKE	6	0	4	0	2	10	72
42	ELEVATOR	20	6	6	7	0	9	250
43	TAILPLANE	41	0	11	9	2	8	1230

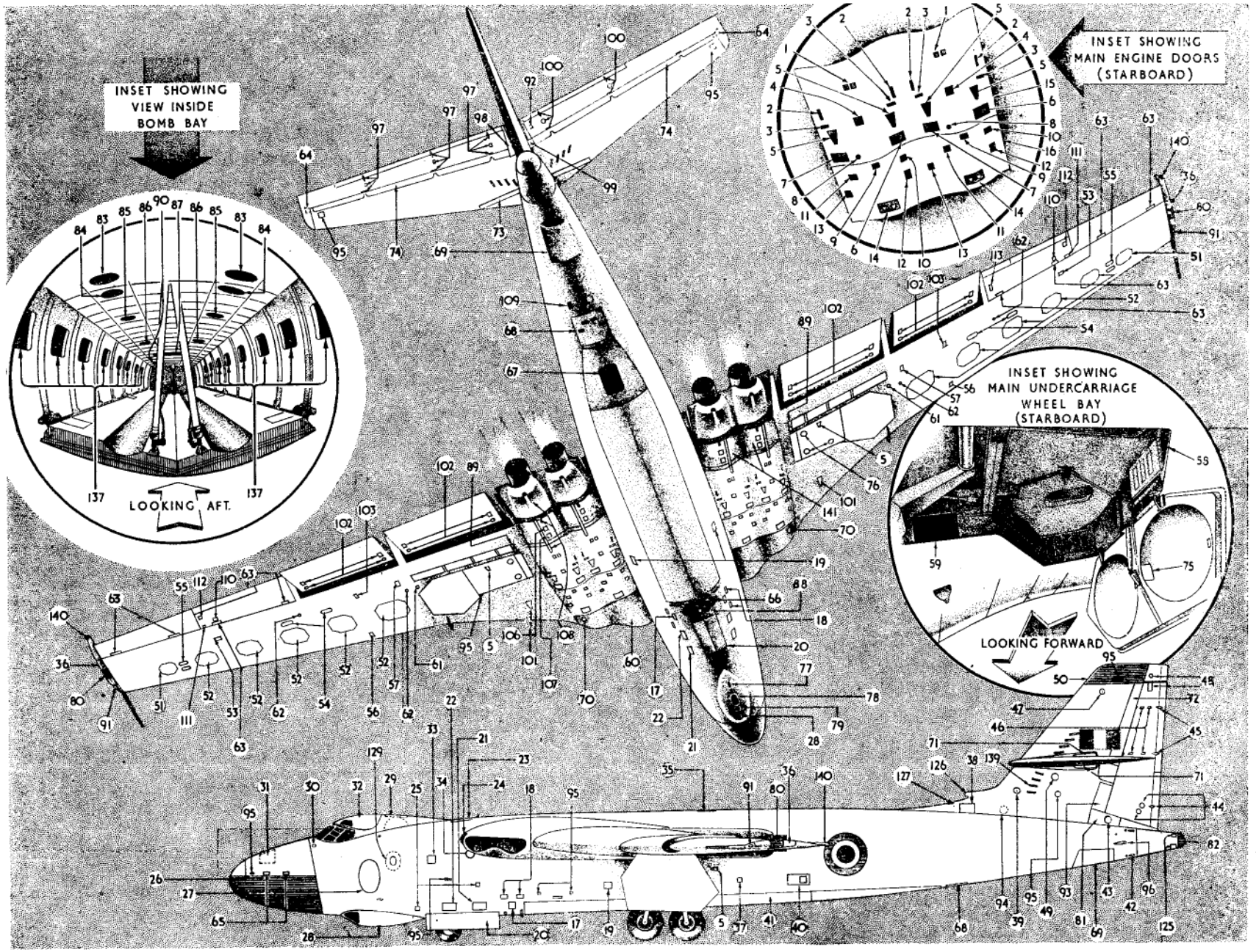

Fig. 6. Access panels, drains and vents (1)

KEY TO FIG. 6 AND 7—ACCESS PANELS, DRAINS AND VENTS

1 FIRE ACCESS PANEL
2 B.P. VENT OUTLETS
3 REAR BEARING AIR COOLING OUTLET
4 B.P. VENT OUTLET
5 COOLING AIR INTAKE
6 OIL LEVEL AND FIRE PANEL
7 IGNITERS AND ENGINE CONTROLS
8 B.P. VENT
9 OIL FILLER
10 PUMP GOVERNOR
11 ACCESS DOOR (GENERATOR COOLING AIR OUTLETS)
12 FUEL FILTER
13 ACCESS TO GENERATOR
14 COOLING AIR INTAKES AND ACCESS DOOR
15 REAR MAIN ENGINE DOOR
16 FORWARD MAIN ENGINE DOOR
17 EXTERNAL SUPPLY ◀SOCKET(PRE-MOD. 3087, 3088 3089, and 3090)▶
18 WINDOW CHUTE
19 PRESSURE REFUELLING POINT
20 NOSE WHEEL DOORS AND ACCESS IN ROOF OF NOSE WHEEL BAY TO POWER PANEL 'J' ◀AND, POST-MOD. 3087 3088 3089 and 3090 112-VOLT SIM-START, 28-VOLT GROUND SUPPLY, TELE-BRIEFING AND AIRFRAME TRUE EARTH QUICK RELEASE CONNECTIONS▶
21 EXTERNAL HYDRAULIC CHARGING POINT
22 ACCUMULATORS (AIR) AND NITROGEN CHARGING POINT
23 DINGHY HATCH COVER
24 DI-ELECTRIC PANEL
25 GROUND CONDITIONING CONNECTION (STARBOARD ONLY)
26 DI-ELECTRIC—A.R.I. 5810 SCANNER
27 PARACHUTE EXIT
28 ACCESS TO TOWING ARM BAYONET FITTING
29 DITCHING EXCAPE HATCH
30 DE-ICING FLUID FILLER (STARBOARD ONLY)
31 ACCESS HATCH INTO NOSE DI-ELECTRIC (STARBOARD ONLY)
32 JETTISONABLE CANOPY
33 SCOOP FOR FLOOD FLOW INTERCOOLER (PORT ONLY)
34 JETTISONABLE COVER FOR FLOOD-FLOW COOLING AIR OUTLET (PORT ONLY)
35 TOP FUSELAGE ACCESS TO BETWEEN REAR SPAR AND TRANSFER FUEL TANKS
36 ACCESS PANEL TO I.L.S. AERIAL LEAD (AND COMPASS DETECTOR IN PORT SIDE ONLY)
37 ACCESS FOR WATER METHANOL
38 ACCESS PANEL TO MAIN INLET TO FEEL UNIT AND DE-ICING DUCTS
39 ACCESS TO DE-ICING DUCT AND THERMO COUPLINGS
40 ACCESS PANEL TO OBLIQUE CAMERA (P.R. ONLY)
41 BOMB DOORS
42 RELEASE CATCH TO TAIL STRUCTURE
43 ACCESS TO ELECTRICAL CABLE
44 TRIM TAB CONTROL RODS AND TAB SPIGOT
45 BALANCE TAB CONNECTING ROD PINS
46 BALANCE TAB OPERATING MECHANISM
47 ACCESS TO AERIAL CONNECTION
48 ACCESS TO GEE H, MARK II AERIAL
49 ACCESS TO LEVER GROUP AND RIB 93
50 DI-ELECTRIC DETACHABLE FIN TOP
51 LANDING LAMP
52 ACCESS TO WING FUEL TANK
53 TORQUE TUBE LEVER
54 ACCESS TO WING TANK FUEL PUMPS
55 THERMAL DE-ICING EXHAUSTS
56 UNDER WING TANK AND BOMB HOIST TUNNEL
57 ACCESS TO WING TANK REFUELLING SWITCHES
58 ACCESS TO WING TANK FIRE EXTINGUISHER BOTTLES
59 ACCESS TO ENGINE AND JET PIPE FIRE EXTINGUISHER BOTTLES
60 ACCESS TO AIR INTAKE TUNNELS
61 ACCESS TO FUEL TANK AIR RELEASE
62 FUEL TANK DRAIN PLUG
63 ACCESS PANEL TO AILERON HINGE
64 ACCESS PANEL TO ELEVATOR BOLT
65 ACCESS TO NOSE DI-ELECTRIC RELEASE CATCH
66 HIGH LEVEL ALTIMETER DI-ELECTRIC AND ACCESS TO SPOILERS
67 DI-ELECTRIC PANEL
68 ACCESS DOOR TO FUEL FILTER AND DE-ICING FLUID TANK
69 ACCESS DOOR INTO REAR FUSELAGE
70 WING BREAK CONNECTOR PANEL
71 ACCESS PANEL TO TOP OF SCREWJACK AND OIL PIPES, SHEAR LINK, RODS, ETC.

(*Key continued overleaf*)

KEY TO FIG. 6 AND 7—ACCESS PANELS, DRAINS AND VENTS (*Continued*)

72 HINGED ACCESS PANEL TO RUDDER MASS BALANCE AND AIR SEALS (PORT SIDE ONLY)

73 ACCESS PANELS TO TAIL PLANE ADJUSTERS

74 HINGED ACCESS PANEL TO ELEVATOR MASS BALANCE AND AIR SEALS

75 ACCESS PANELS TO EXPLOSIVE BOLTS

76 ACCESS TO OLEOS

77 IFF AERIAL

78 DI-ELECTRIC PANEL

79 DOWNWARD NAVIGATION LAMP

80 I.L.S. WING TIP AERIAL

81 ACCESS TO RUDDER TORQUE SHAFT UNIVERSAL

82 RADOME

83 ACCESS TO RESERVE FUEL TANK

84 ACCESS TO NO. 1 FUEL TANK.

85 ACCESS TO NO. 2 FUEL TANK

86 ACCESS TO NO. 3 FUEL TANK

87 ACCESS TO BETWEEN REAR SPAR AND TRANSFER FUEL TANKS

88 AIR MILEAGE UNIT

89 ACCESS TO HAND OPERATION OF LANDING FLAPS

90 ACCESS TO FUEL TRANSFER TANK AND PUMP

91 WING TIP NAVIGATION LAMP AND PITOT MOUNTING

92 ACCESS TO ELEVATOR TRIM TAB ACTUATOR (STARBOARD ONLY)

93 ACCESS TO RUDDER TRIM TAB ACTUATOR

94 ACCESS TO DE-ICING DUCT, SHEAR PLATE AND DRAG ANGLE

95 VENT

96 TAIL NAVIGATION LAMP

97 ACCESS TO ELEVATOR BALANCE TAB CONNECTING RODS AND HINGES (PORT ONLY)

98 ACCESS TO ELEVATOR TORQUE TUBE

99 ACCESS TO TAB ACTUATOR

100 ACCESS TO ELEVATOR TRIM TAB CONNECTING RODS AND HINGES (STARBOARD ONLY)

101 DE-ICING AIR INTAKE

102 ACCESS TO TIE-ROD ATTACHMENT

103 ACCESS TO UNDERWING TANK FUEL CONNECTION

104 ACCESS TO AILERON OUTER GUIDE ASSEMBLY

105 ACCESS TO AILERON SURFACE STOP

106 ACCESS TO JET PIPE FUEL DRAIN

107 ACCESS TO ENGINE FUEL DRAIN

108 DRAIN OUTLETS

109 FUSELAGE FUEL TANK VENT OUTLET

110 ACCESS TO AILERON BALANCE TAB LINKAGE

111 ACCESS TO AILERON FRONT BREAK JOINT

112 ACCESS TO AILERON REAR BREAK JOINT

113 ACCESS TO AILERON TRIM ACTUATOR AND TAB LINKAGE (STARBOARD ONLY)

114 ACCESS TO AILERON BALANCE TAB ADJUSTER

115 ACCESS TO AILERON TRIM TAB ADJUSTER (STARBOARD ONLY)

116 RADIO COMPASS

117 HEATING PIPE

118 ENGINE HOIST AND VENTILATION

119 DE-ICING ACCESS

120 ENGINE HOIST

121 ACCESS TO AILERON ROD BEARING AND CONNECTION

122 ACCESS TO AILERON ROD BEARING

123 ACCESS TO AILERON ROD GUIDE

124 ACCESS TO THERMO COUPLE-JET PIPE TEMPERATURE

125 ACCESS TO RADAR

126 AIR INLET TO FEEL UNIT

127 AIR INLET TO DE-ICING

128 STATIC VENTS

129 ESCAPE HATCH (STARBOARD ONLY)

130 ACCESS TO NO. 1 BOMB HOIST

131 ACCESS TO NO. 2 BOMB HOIST

132 ACCESS TO NO. 3 BOMB HOIST

133 ACCESS TO NO. 4 BOMB HOIST

134 ACCESS TO NO. 5 BOMB HOIST

135 ACCESS TO NO. 6 BOMB HOIST

136 ACCESS TO BOMBING EQUIPMENT

137 ACCESS TO FLYING CONTROL RUNS, FUEL SYSTEM, DE-ICING DUCTS, CABIN PRESSURIZING DUCTS (AND MAIN ELECTRICAL DUCTS STARBOARD SIDE ONLY)

138 ACCESS TO SLINGING POINT

139 VORTEX GENERATORS

140 WING TANK VENTS

141 REMOVABLE PANELS

142 ENGINE HOIST BEAM PICK-UPS

143 ENGINE DOOR HOIST PICK-UPS

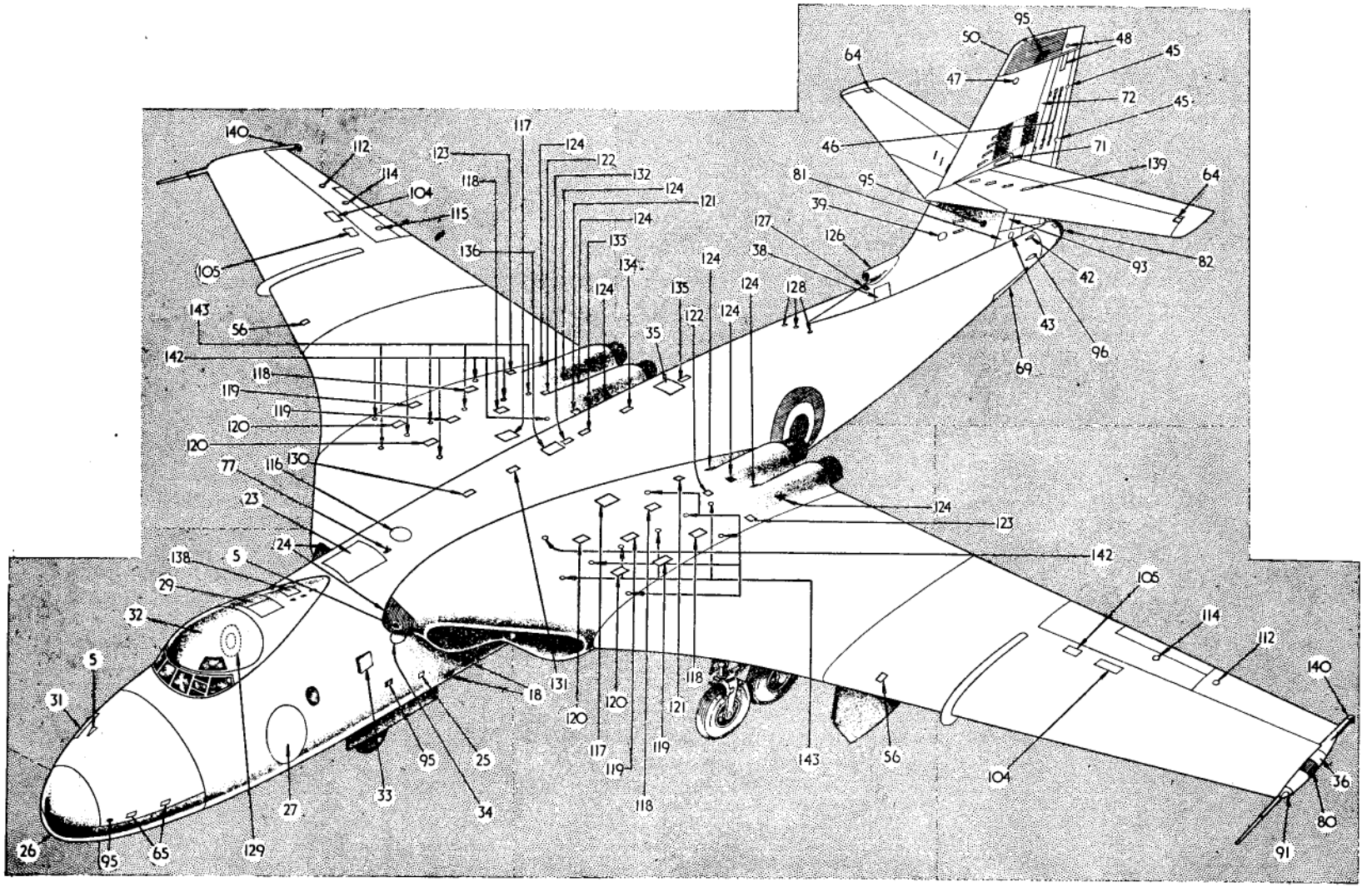

Fig. 7. Access panels, drains and vents (2)

trestling during the various stages of dismantling for transport is described in para. 12 and illustrated in fig. 8 to 11. The maximum permissible aircraft weights for jacking in the various circumstances are as follows :—

(1) Nose wheel jacking at Stn. 370 to facilitate nose wheel changing; main wheels on ground and chocked	172000 lb
(2) Jacking at Stn. 45·28 on each side for main wheel changing ; nose wheels on ground and chocked	138000 lb
(3) Aircraft trestled and jacked at fuselage Stn. 370 and wing Stn. 45·28 at each side ..	138000 lb
(4) Main wheel changing, using bracket 26SR/95300 but limited to a lift giving a max. clearance of 1·5 in. between tyre and ground	138000 lb
(5) Emergency lifts, i.e., belly landings, etc., using auxiliary jacking point at Stn. 293 ..	72000 lb

Note . . .

Jacks must be used in strict accordance with the instructions contained in A.P.2817A.

10. To jack the complete aircraft (*fig.* 1), position a 25-ton jack under the rear spar at each side, between the two engines, use wing steady trestles at Stn. 461, and jack the fuselage at Stn. 370 (in rear of the nose wheel bay), using a pillar jack with an adapter head. For steadying purposes only, the rear of the fuselage at Stn. 973 must be held in a cradle supported by a No. 8 Universal jacking trestle.

11. Main wheel changing, when complete jacking is not required, can be effected by using a pillar jack (*fig.* 1) and a special jacking bracket, the other main wheels being chocked during this operation.

Dismantling (*fig.* 8 *to* 11)

12. Dismantling the aircraft and removal of components is described in the appropriate chapters of this Vol. 1, and Vol. 6. For salvage recovery and transportation, complete dismantling may be unnecessary; alternative methods of trestling are therefore illustrated to meet possible aircraft conditions.

Note . . .

It is important that the special stiffeners are fitted at inner plane ribs 93 *after removal of the outer planes and prior to lifting, and at fuselage Stn.* 270 *on removal of the pressure cabin. The fuselage stiffener MUST ALWAYS BE IN POSITION WHEN THE CABIN IS NOT FITTED : it prevents distortion and also provides a forward steady point for the bare fuselage. For slinging and trestling equipment refer to Tables* 1 *and* 3.

13. When trestling with the inner planes attached, lateral stability is obtained by jacking at the main jacking points. When the inner planes have been removed, trestles and formers are used under the fuselage and it is important that the formers fit snugly to the fuselage.

Slinging and transport breakdown

14. The breakdown of the aircraft, together with the approximate dimensions and weights of components, is illustrated in fig. 4.

15. Provision is made for slinging and trestling the fuselage, with and without inner planes but with the pressure cabin attached (*fig.* 12). For transportation it will normally be necessary to remove the pressure cabin.

16. Except when extensively damaged, the flaps, ailerons, elevators and rudder can be transported in the normal transit crates and loaded on a normal freight vehicle.

17. The pressure cabin, when removed, is secured in the transit cradle, and can be carried, together with the crated undercarriage structure, on a 6-ton transporter. The method of slinging the cabin is shown in fig. 13.

18. The rear fuselage, with lower fin and fixed tail plane attached, can be slung and loaded on a 5-ton long low loader, supported on formers and trestles at Stn. 1043 and 1143. Cables with strainers are passed over the fuselage section, one to the rear of the top fin, and one across the fin immediately above the feel unit air intake, each being anchored to the vehicle side rails adjacent to the fuselage Stn. 1143. A third cable, anchored at each side forward of the structure lower portion, is passed across the fuselage to the rear of the fixed tail plane. All cables must be carefully padded at points of contact with the structure, and the feet of trestles firmly secured. The top fin can also be loaded on this vehicle, on its leading edge to the rear and side of the fuselage, suitably packed to prevent damage to the trailing edge and rear spar. It must be lashed to the vehicle rails and supports to prevent movement in transit.

19. The tail plane is crated for transit and can be carried on a 6-ton transporter. The crate embodies cradles to give firm support and is secured to the transporter.

20. The inner planes can be carried vertically on a 5-ton long low loader lashed firmly to the side rails and supports. The outer planes are carried in crates giving rigid support at selected stations at both the upper and lower surfaces and can be hoisted on a 6-ton transporter. The crates must be firmly secured to the transporter.

21. The fuselage is carried on a 20-ton transporter mounted, on support frames and beams (*Table* 4) which give support at the nose undercarriage and No. 6 bomb hoist positions. To prevent movement during transit, strops with strainers are passed over the fuselage and are secured to rings on the floor of the transporter.

◀ **External finish** (*fig.* 14 *to* 18)

22. The external finish of all uncamouflaged aircraft is high gloss white, except for an area in matt black forward of the windscreen. The paints conform to Spec. D.T.D. 827, 829 or 5555. On aircraft with Mod. 3261, the upper surfaces are camouflaged in sea grey and dark green using paints to DTD 827, 314 and 900/4153, the under-surfaces being finished in normal gloss white. The vertical surfaces of the engine doors are painted to match the fuselage. ▶

Table 3

Salvage equipment

Ref. No.	Part No.	Description	Remarks
26SR/95417	67479–Sht.220	Beam, jacking, port	For use with 4Q/2610 at main plane Stn.293·5
26SR/95160	67479–Sht.219	Beam, jacking, starboard	
◀4Q/2611	—	Trestle, Mk. 1	
4Q/2612	—	Trestle, Mk. 2▶	
*26SR/95442	67479–Sht.1009	Beam, jacking, No. 1 hoist point	Support for nose after belly landing, with aircraft jacked at main jacking points
*26SR/95207	67479–Sht.295	Link adapter (fuselage Stn. 270)	For nose hoisting during salvage; also used with 26SR/95274 for lifting bare fuselage
4Q/2293	—	Body, hydraulic, 10-ton	Fuselage support at No. 6 bomb bay hoist for inner plane removal. Item 26SR/95274 also used with 26SR/95027 when hoisting fuselage
4Q/2295	—	Trestle Mk. 2	
4Q/2296	—	Adapter head Mk. 15	
26SR/95274	67479–Sht.613	Bracket, support c/w sling attachment	
26SR/95014	66079–Sht.41	Sling, tail unit	
26SR/95021	66079–Sht.49	Sling, pressure cabin	
26SR/95023	67479–Sht.19	Sling, fuselage c/w inner planes	Sling at Stn. 93
26SR/95133	67479–225	Sling, outer plane	
26SR/95276	67479–Sht.491	Sling, inner plane	
26SR/95450	67479–Sht.1013	Sling, fuselage less pressure cabin and tail unit	
◀4F/2302	—	Trolley, salvage, main, 50-ton	
4F/2303	—	Trolley, salvage, nose, 15-ton	
4F/NIV	—	Railway sleepers	
—	—	Plate, mild steel	10 ft. × 6 ft. × ½ in. ▶

◀ *These items may also be required for transportation ▶

Table 4

Transportation equipment

Ref. No.	Part No.	Description	Remarks
*26SR/95027 *4GB/	66079–Sht.33 —	Former, trestling Trestle, U.J. No. 9A (c/w Type ' B ' brackets and metal beam)	Use at Stn. 973 as tail steady
*26SR/95028 *4GB/	66079–Sht.35 —	Former, trestling Trestle, U.J. No. 9 (c/w Type ' B ' brackets and metal beam)	Use at Stn. 1043 Component trestling (front)
*26SR/95029 *4GB/	66079–Sht.37 —	Former trestling Trestle, U.J. No. 10A (c/w Type ' B ' brackets and metal beam)	Use at Stn. 1143 Component trestling (rear)
26SR/95197 4GB/	67479–Sht.625 —	Former, trestling Trestle, U.J. No. 1 (c/w Type ' B ' brackets and metal beam)	◀For trestling bare fuselage. Use with 4Q/2293 2295, 2296 and 26SR/95274 (*Table* 3)
—	S.2886–Sht.1/2	Frame, stiffening at Stn.270	For front fuselage bracing when slinging fuselage less cabin ▶
—	S.3371–Sht.1/2	Plate, stiffening at inner plane rib 93	For inner plane rib support when slinging inner plane
	41G/SAL/ 41G/SAL/244 41G/SAL/245	Cradle, transit, pressure cabin Base frame, front support for fuselage Base frame, rear support for fuselage	For conveyance of fuselage on 20-ton transporter

◀ *These items may also be required for salvage operations ▶

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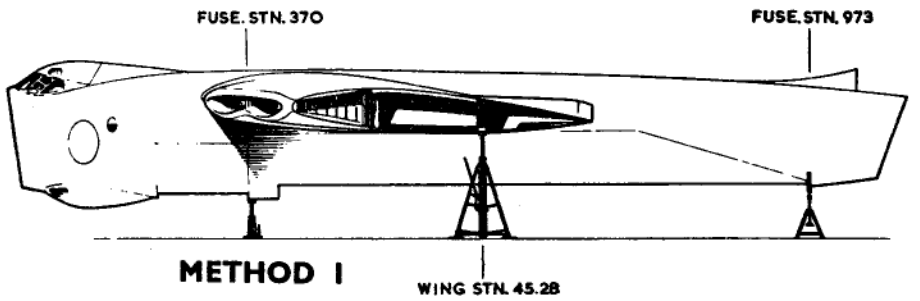
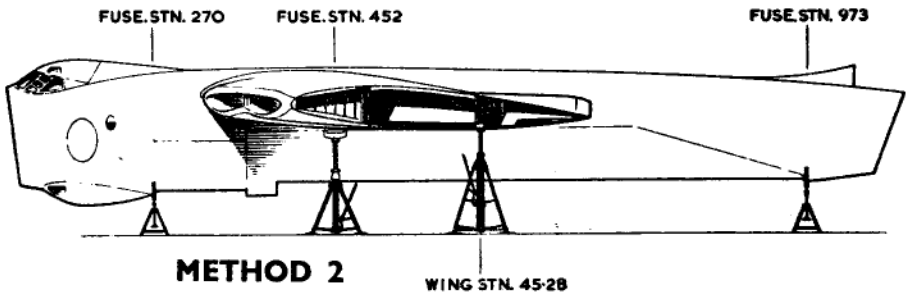
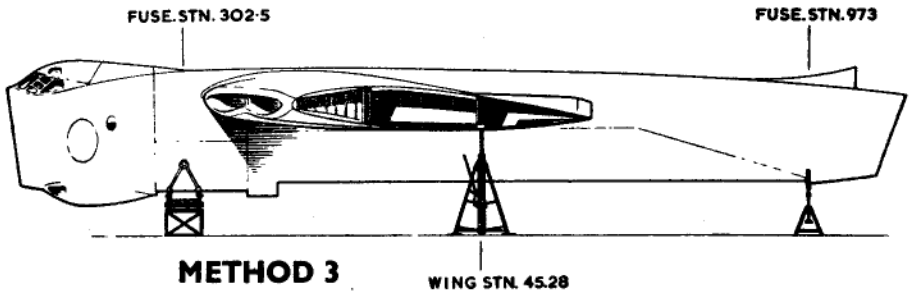


METHOD 1



METHOD 2



METHOD 3

METHOD 1 (WITH MAIN JACKING POINT AT FUSELAGE STATION 370 SERVICEABLE)

FUSELAGE STN.	ITEM/S USED	COMPONENTS	REF. NO.
370	25 TON PILLAR JACK	JACK BODY	4Q 2624
		ADAPTOR HEAD (MK. 104)	4Q 2663
		BASE PLATE	26SR/95070
		JACKING PAD	26SR/95163
973	STEADY CRADLE TRESTLE (2 TONS CAPACITY)		26SR/95027 4G/–
WING STN.			
45.28	25 TON 'SKYHI' JACKS (UNDER EACH INNER WING)	JACK BODY	4Q 2610
		JACK TRESTLE (MK. 3)	4Q 2613
		ADAPTOR HEAD (MK. 107)	4Q 2654
		JACKING PAD	26SR/95161

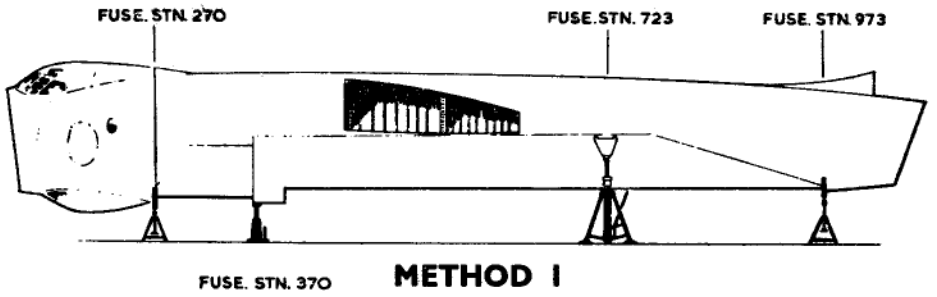
METHOD 2 (WITH MAIN JACKING POINT AT FUSELAGE STATION 370 UNSERVICEABLE)

FUSELAGE STN.	ITEM/S USED	COMPONENTS	REF. NO.
270	STEADY CRADLE TRESTLE (2 TONS CAPACITY)		26SR/95197 4G/–
452	10 TON 'SKYHI' JACK	JACK BODY	4Q 2293
		JACK TRESTLE (MK. 2)	4Q 2295
		ADAPTOR HEAD (MK. 15)	4Q 2296
		JACKING BEAM	26SR/95442
973	STEADY CRADLE TRESTLE (2 TONS CAPACITY)		26SR/95027 4G/–
WING STN.			
45.28	25 TON 'SKYHI' JACKS	AS IN METHOD 1	

METHOD 3 (ALTERNATIVE WITH MAIN JACKING POINT AT FUSELAGE STATION 370 UNSERVICEABLE)

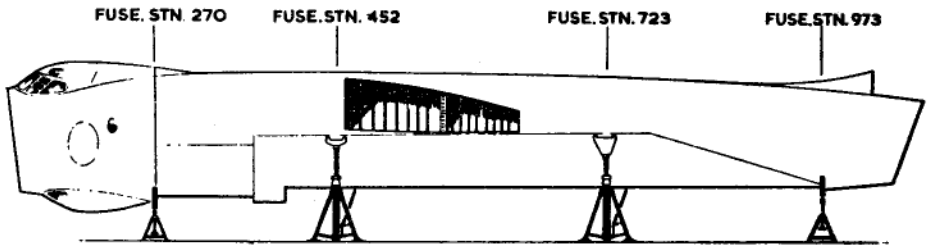
FUSELAGE STN.	ITEM/S USED	COMPONENTS	REF. NO.
302.5	FRONT FUSELAGE SUPPORT BASE FRAME TRESTLE (4 TONS CAPACITY)		41G/SAL/244
973	STEADY CRADLE TRESTLE (2 TONS CAPACITY)		26SR/95027 4G/–
WING STN.			
45.28	25 TON 'SKYHI' JACKS	AS IN METHODS 1 & 2	

Fig. 8. Trestling fuselage with cabin and inner planes attached

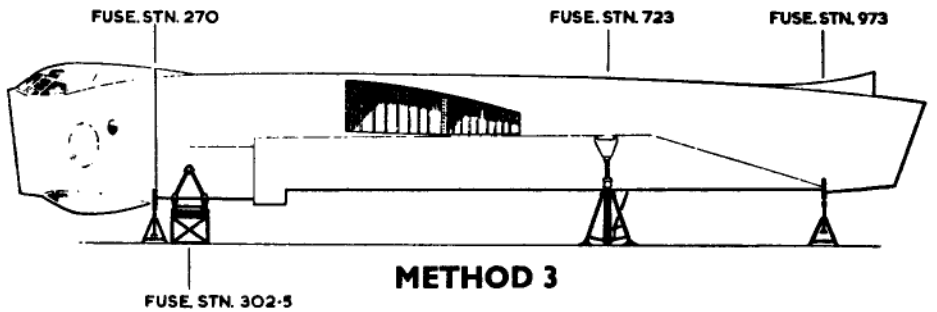


METHOD 1

NOTE. THE ITEMS MARKED THUS * MUST BE IN FIRM CONTACT WITH THE FUSELAGE TO PROVIDE THE NECESSARY LATERAL STABILITY



METHOD 2



METHOD 3

METHOD 1 (WITH MAIN JACKING POINT AT FUSELAGE STATION 370 SERVICEABLE)

FUSELAGE STN.	ITEM/S USED	COMPONENTS	REF. NO.
270	*STEADY CRADLE TRESTLE (2 TONS CAPACITY)		26SR/95197 4G/–
370	25 TON PILLAR JACK	JACK BODY	4Q 2624
		ADAPTOR HEAD (MK. 104)	4Q 2663
		BASE PLATE	26SR/95070
		JACKING PAD	26SR/95163
723	10 TON 'SKYHI' JACK	JACK BODY	4Q 2293
		JACK TRESTLE (MK. 2)	4Q 2295
		ADAPTOR HEAD (MK. 15)	4Q 2296
		JACKING BEAM	26SR/95274
973	*STEADY CRADLE TRESTLE (2 TONS CAPACITY)		26SR/95027 4G/–

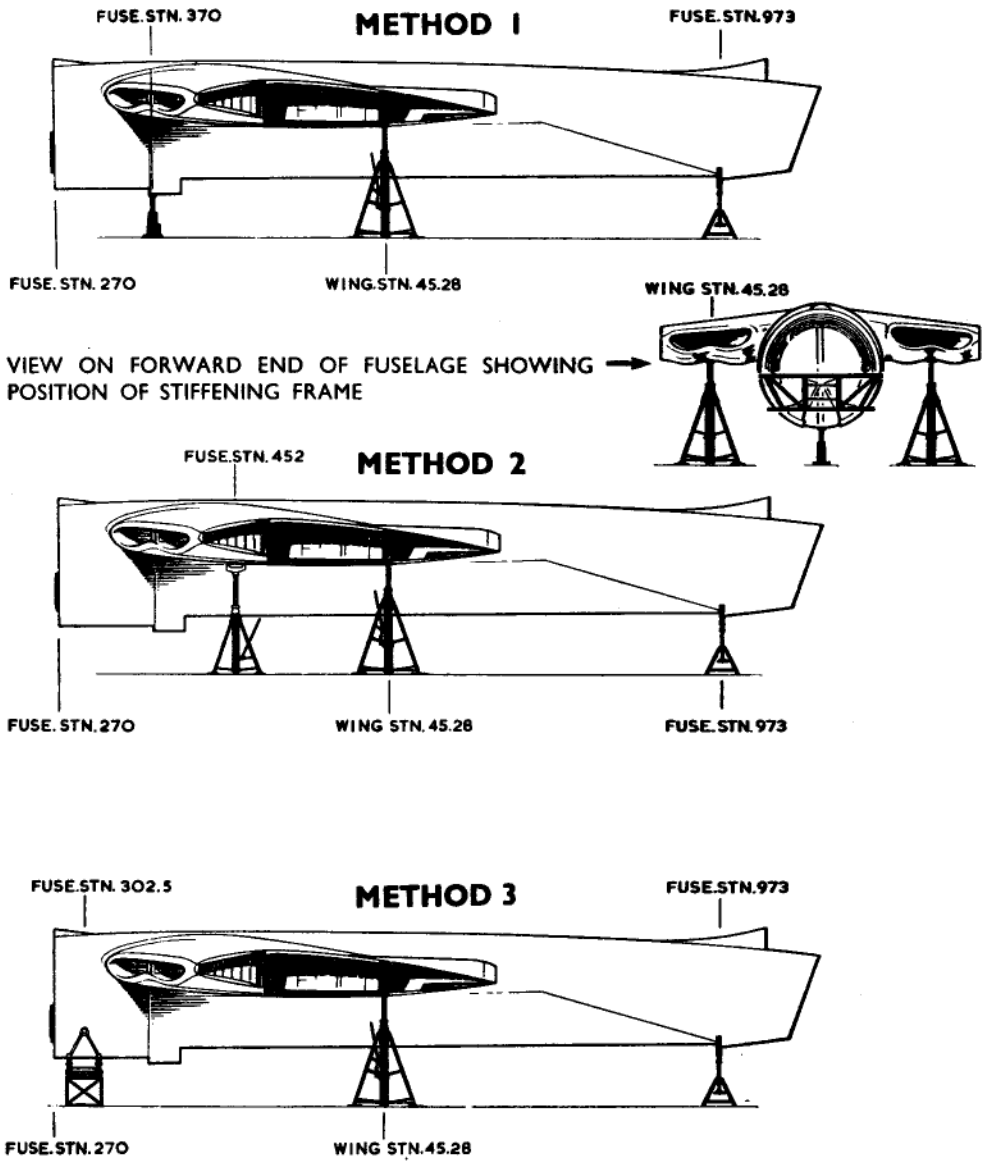
METHOD 2 (WITH MAIN JACKING POINT AT FUSELAGE STATION 370 UNSERVICEABLE)

FUSELAGE STN.	ITEM/S USED	COMPONENTS	REF. NO.
270	*STEADY CRADLE TRESTLE (2 TONS CAPACITY)		26SR/95197 4G/–
452	10 TON 'SKYHI' JACK	JACK BODY	4Q 2293
		JACK TRESTLE (MK. 2)	4Q 2295
		ADAPTOR HEAD (MK. 15)	4Q 2296
		JACKING BEAM	26SR/95442
723	10 TON 'SKYHI' JACK	JACKING BEAM REPLACES	26SR/95274
		JACKING BEAM OTHERWISE AS AT	26SR/95442 STN. 452
973	*STEADY CRADLE		26SR/95027

METHOD 3 (ALTERNATIVE WITH MAIN JACKING POINT AT FUSELAGE STATION 370 UNSERVICEABLE)

FUSELAGE STN.	ITEM/S USED	COMPONENTS	REF. NO.
270	*STEADY CRADLE TRESTLE (2 TONS CAPACITY)		26SR/95197 4G/–
302.5	FRONT FUSELAGE SUPPORT BASE FRAME TRESTLE (4 TONS CAPACITY)		41G/SAL/244
723	10 TON 'SKYHI' JACK	AS GIVEN IN METHOD 1	
973	*STEADY CRADLE TRESTLE (2 TONS CAPACITY)		26SR/95027 4G/–

Fig. 9. Trestling fuselage with inner planes removed



METHOD 1 (WITH MAIN JACKING POINT AT FUSELAGE STATION 370 SERVICEABLE)

FUSELAGE STN.	ITEM/S USED	COMPONENTS	REF. No.
270	FRONT FUSELAGE STIFFENING FRAME		S2886 SHT.2
370	25 TON PILLAR JACK	JACK BODY	4Q 2624
		ADAPTOR HEAD (MK. 104)	4Q 2663
		BASE PLATE	26SR/95070
		JACKING PAD	26SR/95163
973	STEADY CRADLE TRESTLE (2 TONS CAPACITY)		26SR 95027 4G/–
WING STN.			
45.28	25 TON 'SKYHI' JACKS (UNDER EACH INNER WING)	JACK BODY	4Q 2610
		JACK TRESTLE (MK. 3)	4Q 2613
		ADAPTOR HEAD (MK. 107)	4Q 2654
		JACKING PAD	26SR/95161

NOTE. IT IS ESSENTIAL THAT THE FRONT FUSELAGE STIFFENING FRAME BE USED TO PREVENT DISTORTION WHENEVER THE PRESSURE CABIN IS REMOVED.

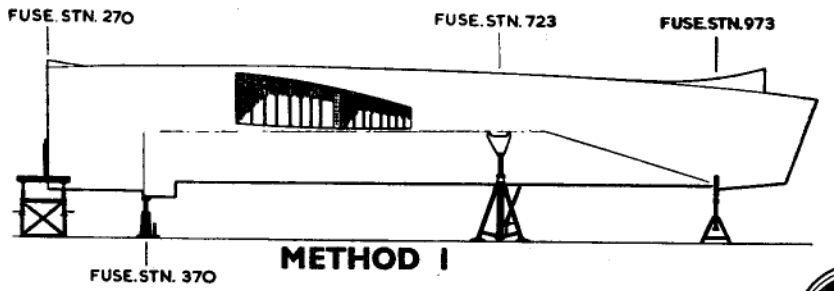
METHOD 2 (WITH MAIN JACKING POINT AT FUSELAGE STATION 370 UNSERVICEABLE)

FUSELAGE STN.	ITEM/S USED	COMPONENTS	REF. No.
270	FRONT FUSELAGE STIFFENING FRAME		S2886 SHT.2
452	10 TON 'SKYHI' JACK	JACK BODY	4Q 2293
		JACK TRESTLE (MK. 2)	4Q 2295
		ADAPTOR HEAD (MK 15)	4Q 2296
		JACKING BEAM	26SR/95442
973	STEADY CRADLE TRESTLE (2 TONS CAPACITY)		26SR/95027 4G/–
WING STN.			
45.28	25 TON 'SKYHI' JACKS	AS IN METHOD 1	

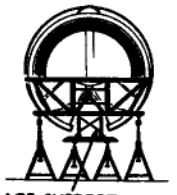
METHOD 3 (ALTERNATIVE WITH MAIN JACKING POINT AT FUSELAGE STATION 370 UNSERVICEABLE)

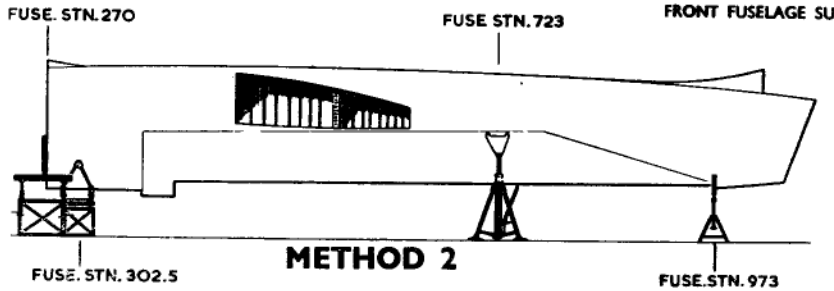
FUSELAGE STN.	ITEM/S USED	COMPONENTS	REF. No.
270	FRONT FUSELAGE STIFFENING FRAME TRESTLE (4 TONS CAPACITY)		S2886 SHT.2
302.5	FRONT FUSELAGE SUPPORT BASE FRAME		41G/SAL/244
973	STEADY CRADLE TRESTLE (2 TONS CAPACITY)		26SR/95027 4G/–
WING STN.			
45.28	25 TON 'SKYHI' JACKS	AS IN METHODS 1 & 2	

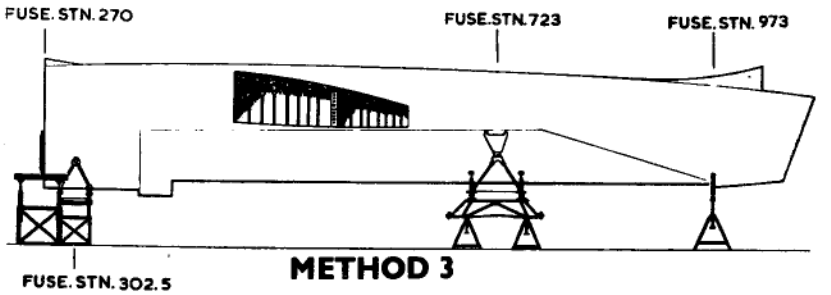
Fig. 10. Trestling fuselage with cabin removed and inner planes attached



VIEW ON FORWARD END OF FUSELAGE SHOWING POSITION OF TRESTLES UNDER EXTENDED ENDS OF STIFFENING FRAME, LOWER BEAM. THESE WITH CRADLE AND TRESTLES AT FUSE STN. 973 PROVIDE LATERAL STABILITY







METHOD 1 (WITH JACKING POINT AT FUSELAGE STATION 370 SERVICEABLE)

FUSELAGE STN.	ITEM/S USED	COMPONENTS	REF. NO.
270	FRONT FUSELAGE STIFFENING FRAME 2 TRESTLES (2 TONS CAPACITY EACH)		S2886 SHT 2 4G/–
370	25 TON PILLAR JACK	JACK BODY	4Q 2624
		ADAPTOR HEAD (MK. 104)	4Q 2663
		BASE PLATE	26SR/95070
		JACKING PAD	26SR/95163
723	10 TON SKYHI JACK	JACK BODY	4Q 2293
		JACK TRESTLE (MK. 2)	4Q 2295
		ADAPTOR HEAD (MK. 15)	4Q 2296
		JACKING BEAM	26SR/95274
973	*STEADY CRADLE TRESTLE (2 TONS CAPACITY)		26SR/95027 4G/–

NOTE. IT IS ESSENTIAL THAT THE FRONT FUSELAGE STIFFENING FRAME BE USED TO PREVENT DISTORTION WHENEVER THE PRESSURE CABIN IS REMOVED, AND THAT ITEMS MARKED THUS* BE IN FIRM CONTACT WITH FUSELAGE TO PROVIDE LATERAL STABILITY

METHOD 2 (WITH MAIN JACKING POINT AT FUSELAGE STATION 370 UNSERVICEABLE)

FUSELAGE STN.	ITEM/S USED	COMPONENTS	REF. NO.
270	FRONT FUSELAGE STIFFENING FRAME 2 TRESTLES (2 TONS CAPACITY EACH)		S2886 SHT. 2 4G/–
302-5	FRONT FUSELAGE SUPPORT BASE FRAME TRESTLE (4 TONS CAPACITY)		41G/SAL/244
723	10 TON 'SKYHI' JACK	JACK BODY	4Q 2293
		JACK TRESTLE (MK. 2)	4Q 2295
		ADAPTOR HEAD (MK. 15)	4Q 2296
		JACKING BEAM	26SR/95274
973	STEADY CRADLE TRESTLE (2 TONS CAPACITY)		26SR/95027 4G/–

METHOD 3 (WITH ALTERNATIVE MAIN JACKING POINT AT FUSELAGE STATION 370 UNSERVICEABLE)

FUSELAGE STN.	ITEM/S USED	COMPONENTS	REF. NO.
270	FRONT FUSELAGE STIFFENING FRAME 2 TRESTLES (2 TONS CAPACITY EACH)		S2886 SHT. 2 4G/–
302.5	FRONT FUSELAGE SUPPORT BASE FRAME TRESTLE (4 TONS CAPACITY)		41G/SAL/244
723	REAR FUSELAGE SUPPORT BASE FRAME TRESTLE (4 TONS CAPACITY)		41G/SAL/245 4G/–
973	STEADY CRADLE TRESTLE (2 TONS CAPACITY)		26SR/95027 4G/–

Fig. 11. Trestling fuselage with cabin and inner planes removed

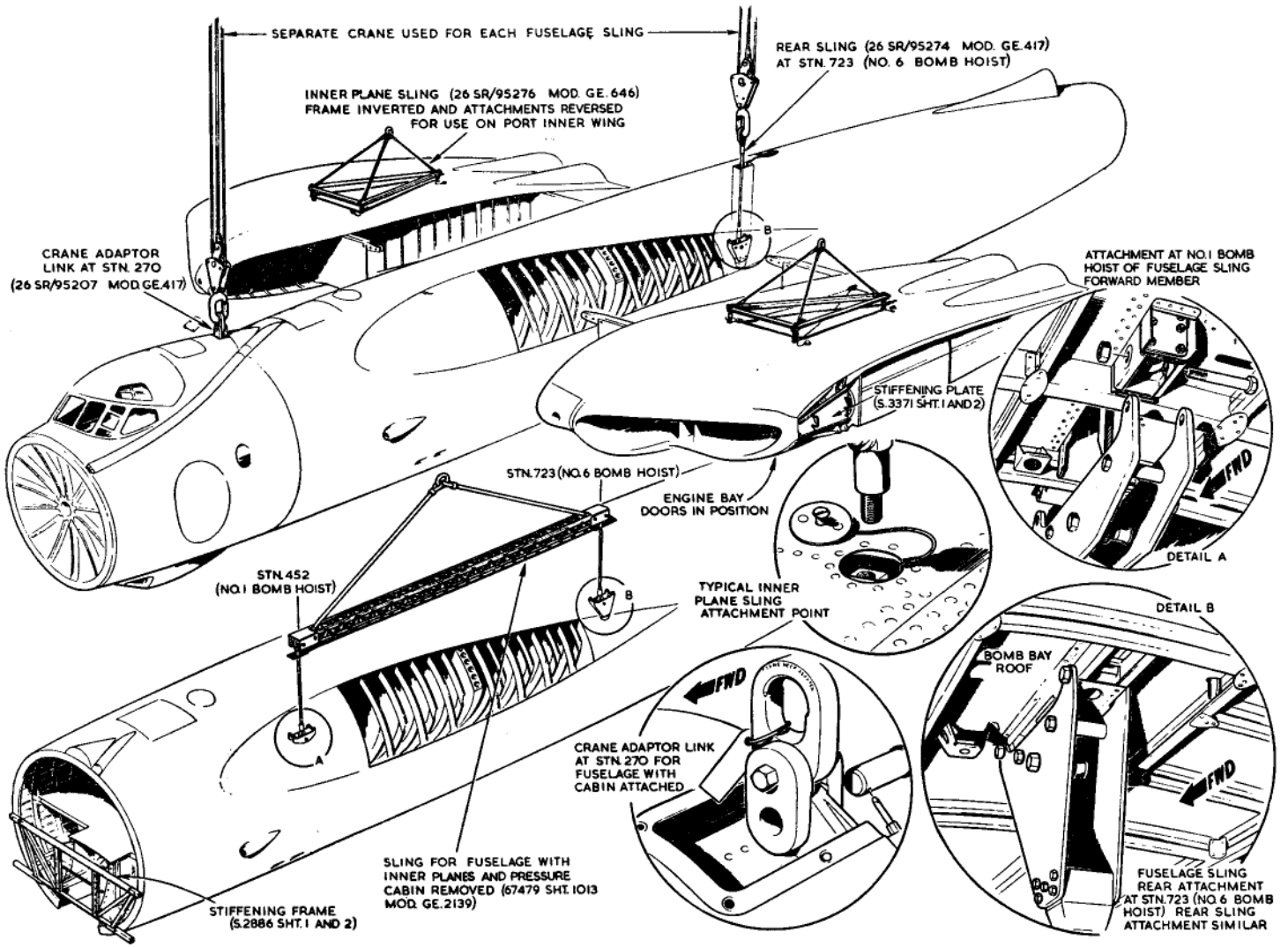


Fig. 12. Slinging fuselage components and inner planes

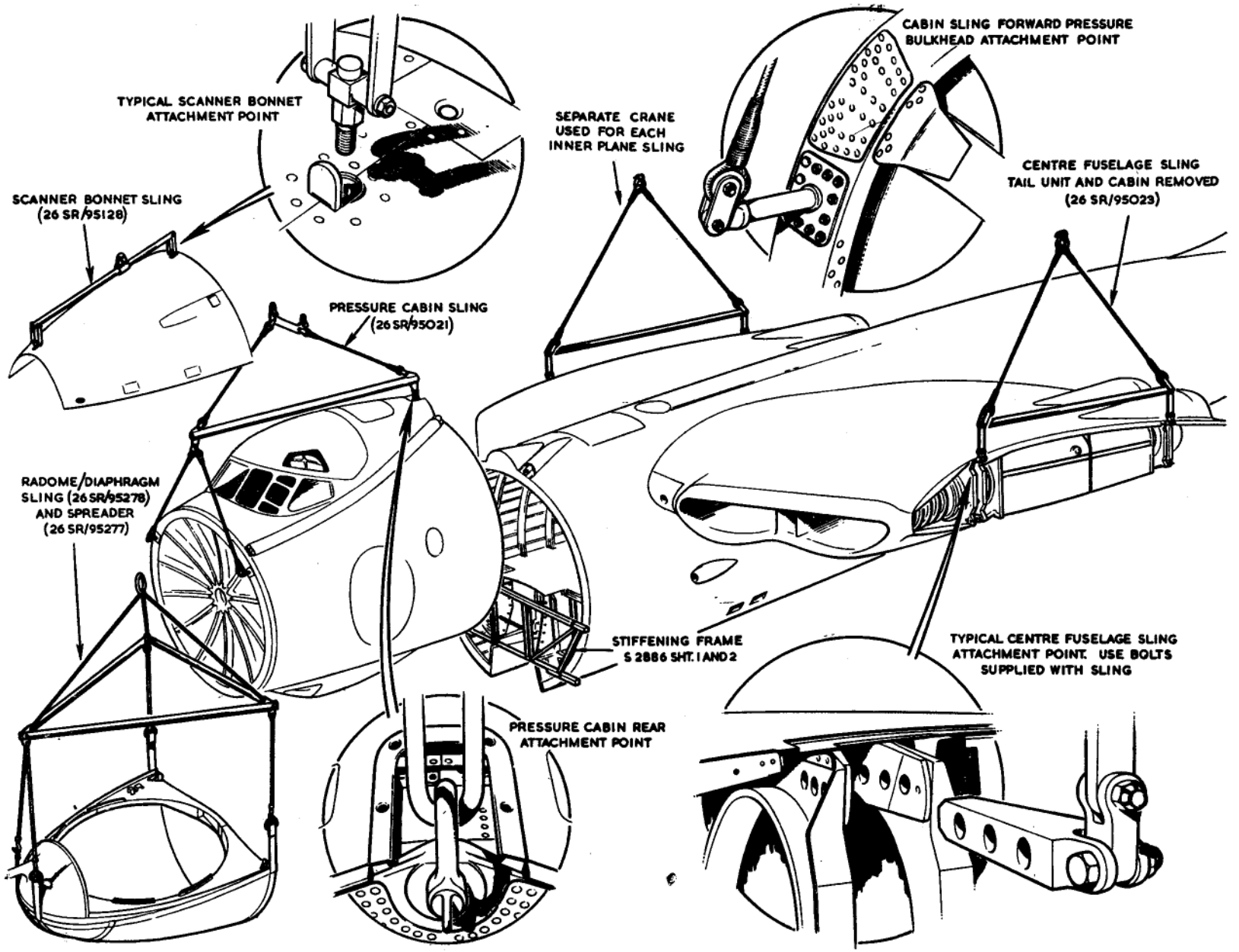


Fig. 13. Slinging fuselage components

Key to Fig. 14 (External markings (1))

Notes . . .

(1) *The standard colour for external markings is blue and the lettering is normally* 0·25 *in. high. Departures from these two standards are shown in the Key or in the illustration.*

(2) *Standard symbols are shown in A.P.*2656*A, Vol.* 1 (*2nd Edn.*), *Sect.* 4, *Chap.* 3.

Item	Location	Detail (actual markings in capitals)
1	Scuttle forward of windscreen	Matt black finish to D.T.D.314
2	Fuselage upper surface, Stn. 270	Slinging point. Standard symbol
3	Aft of canopy	DINGHY RELEASE. TO RELEASE, OPEN DOOR, PULL HANDLE FREE FROM CABLE ◀Post-Mod. 2932, CLOSED, TO OPEN. ½ in. lettering with a directional arrow 1½ in. long on dinghy hatch (*detail* F).▶
4	Forward of walkway	Loop aerial. Finish as for radomes (*A.P.2662B, Chap.* 9.4.1.)
5	Fuselage upper mid surface	Hoist points (*Detail A*) in red. Handle representation to be forward at No. 2 3 and 5 points (and No. 7 on B/PR Mk. 1 aircraft only) and aft at No. 1 4 and 6 points.
6	Main plane upper surface, port and stbd.	D.T.D. paint specification marking. 1 in. lettering
7	Main plane upper surface, port and stbd. outboard of Stn. 93	Access to strong point. CUT ALONG LINES. 1 in. lettering (*Detail* B)
8	Main plane upper surface, port and stbd.	Location for aileron checking gauge. Two dots 0·5 in. dia.
9	Main plane upper surface, port and stbd.	National markings—roundels (*A.P.*2656*A, Vol.* 1 (*2nd Edn.*), *Sect.* 4/2)
10	Main plane upper surface, port and stbd.	Slinging points. Standard symbols
11	Fuselage upper surface	STATIC VENT. 1 in. arrow pointing to each hole
12	Tail plane upper surface	Slinging points. Standard symbols. Aft position marked prior to assembly of fin
13	Tail plane and elevator upper surface	D.T.D. paint specification marking. 1 in. lettering
14	Tail plane upper surface, port and stbd.	Rigging points marked with dots 1 in. dia.
15	Main and tail planes, upper surfaces, port and stbd.	Symmetry screws marked with dots 1 in. dia.
16	Fuselage upper surface	Rear end of walkway post-Mod. 547, Type B/PR Mk. 1. Walkway nclosed within blue dotted lines 0·125 in. wide.
17	Fuselage upper surface	Rear end of walkway post-Mod. 457, Type B Mk. 1
18	Fuselage upper surface	Rear end of walkway post-Mod. 546, Types B Mk.1 and B/PR Mk. 1
19	Main plane upper surface, port and stbd.	Rigging points marked with dots 1 in. dia.
20	Fuselage lower surface, Stn. 1043	Picketing point, standard symbol

Key to Fig. 14 (External markings (1)) *contd.*

Item	Location	Detail (actual markings in capitals)
21	Fuselage lower surface, Stn. 973	PLACE STEADYING CRADLE (66079 SHT. 33) HERE, STN. 973. Enclosed in thin blue outline
22	Lower mid fuselage, stbd. side	WATER/METHANOL 70/30 145 GALL. $\frac{3}{4}$ in. lettering, $\frac{3}{4}$ in. between lines
23	Flap inboard ends, lower surface	D.T.D. paint specification markings. 1 in. lettering
24	Main plane lower surface	PITOT DRAINS PRESS
25	Main plane lower surface	On the inside of panels, B Mk. 1 and B/PR Mk. 1 aircraft, REFUELLING MAX DELIVERY PRESS. 50 P.S.I. DEFUELLING MAX SUCTION PRESS. 11 P.S.I. BELOW ATMOS. On the inside of panels, B K/PR Mk. 1 aircraft, DEFUELLING SELECTOR VALVE. On the outside of panels, standard symbol all aircraft
26	Main plane lower surface, port and stbd.	Picketing point. Standard symbol
27	Main plane and fuselage lower surface	Jacking points. Standard symbols
28	Undercarriage door, port and stbd.	Access to strong point. CUT ALONG LINES (*Detail* C). 1 in. lettering
29	Main plane lower surface, port and stbd.	D.T.D. paint specification marking. 1 in. lettering
30	Main plane lower surface, port and stbd.	STEADY HERE. 0·5 in. dia. dots
31	Front engine doors	GENERATOR panels
32	Front engine doors	FUEL FILTER panels
33	Front engine doors	GENERATOR COOLING AIR OUTLET
34	Front engine doors	PUMP GOVERNOR panels
35	Front engine doors	Oil filler panels. OIL FILLER 10 PINTS (*Detail* D). Standard symbol and arrow to be painted on skin forward of panels
36	Rear engine doors	Lettering below arrow (*Detail* E) to be in red, on adjacent skin
37	Rear engine doors	Igniter and oil level panels. OIL LEVEL. Methyl bromide symbol in red enclosed by thin line
38	Rear engine doors	D.T.D. paint specification. 1 in. lettering
39	Rear engine doors	Methyl bromide panels. Standard symbols in red
40	Rear engine doors	CHECK SLIP PIN WITHDRAWN BEFORE LOWERING DOOR. 0·5 in. red lettering
		Note . . . *Post-Mod.* 3105, *all pain s used on engine doors are to conform to Spec. D.TD.*900/4700.

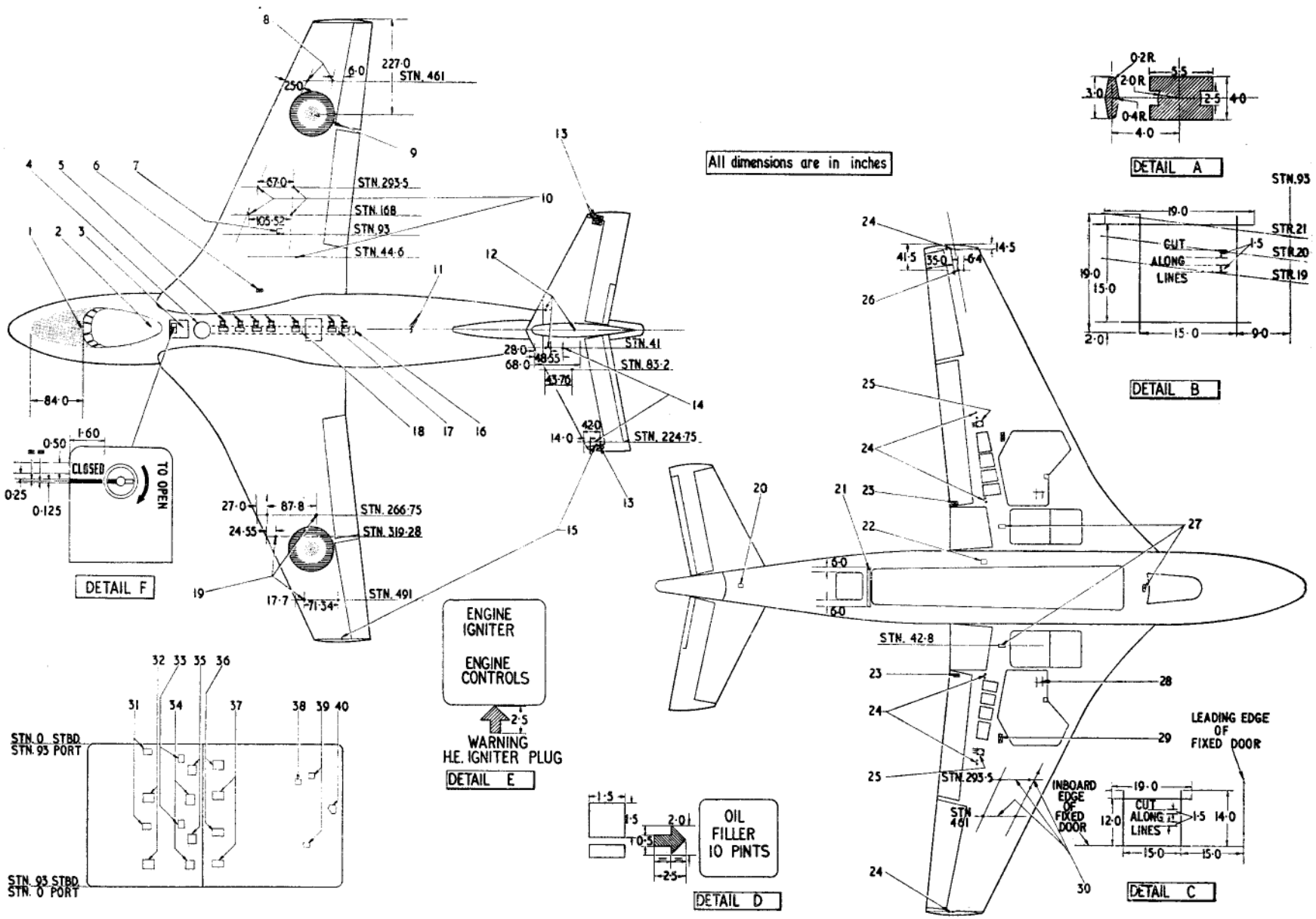


Fig. 14. External markings (1)

◀ Detail F added ▶

Key to Fig. 15 (External markings (2))

Notes . . .

(1) *The standard colour for external markings is blue and the lettering is normally* 0·25 *in. high. Departures from these two standards are shown in Key or in the illustration.*

(2) *Standard symbols are shown in A.P.*2656*A, Vol.* 1 (*2nd Edn.*), *Sect.* 4, *Chap.* 3.

Item	Location	Detail (actual markings in capitals)
1	Near refuelling probe	De-icing replenishment point, B/K/PR Mk. 1 and B/K Mk. 1 aircraft only. Standard symbol
2	Fuselage starboard side	De-icing replenishment. Standard symbol
3	Fuselage port and starboard	STATIC VENT with 1 in. long arrow pointing to each hole
4	Fuselage port side	Cabin door external view (*Detail* A). CUT HERE FOR EMERGENCY RESCUE close to segmented line; FIRST-AID AND AXE STOWED INSIDE between axe shaft outline and door edge
5	Fuselage port side	Ejection seat warning standard symbol. See Detail A for location
6	Fuselage starboard side	Emergency exit (*Detail B*). TO OPEN EMERGENCY EXIT PRESS HERE, PULL HANDLE RIGHT OUT, TURN-THEN PUSH on lower part of door
7	Fuselage starboard side	Air conditioning ground connection. Standard symbol
8	Fuselage port side	EXTERNAL SUPPLY 112 AND 28V and standard symbol on outside of panel
9	Fuselage port side	MIC-TEL SOCKET. 0·5 in. lettering on inside of panel
10	Fuselage port side, forward of and level with external supply panel	WARNING: SWITCH OFF GENERATORS 1, 2 and 3 and ROTARY TRANSFORMERS 1 and 2 BEFORE INSERTING EXTERNAL SUPPLIES
11	Fuselage port side	D.T.D. paint specification. 1 in. lettering
12	Fuselage port and stbd. sides	Roundels (*A.P.*2656A, *Vol.* 1 (*2nd Edn.*), *Sect.* 4, *Chap.* 2)
13	Fuselage port and stbd. sides	Serial number (*A.P.*2656A, *Vol.* 1 (*2nd Edn.*), *Sect.* 4, *Chap.* 2)
14	Fin port and stbd. sides	National markings (*A.P.*2656A, *Vol.* 1 (*2nd Edn.*), *Sect.* 4, *Chap.* 2)
15	Fin port and stbd. sides	Slinging points. Standard symbols
16	Fin and rudder port side	D.T.D. paint specification markings. 1 in. lettering
17	Fin port side	Incidence markings (*Detail* D)

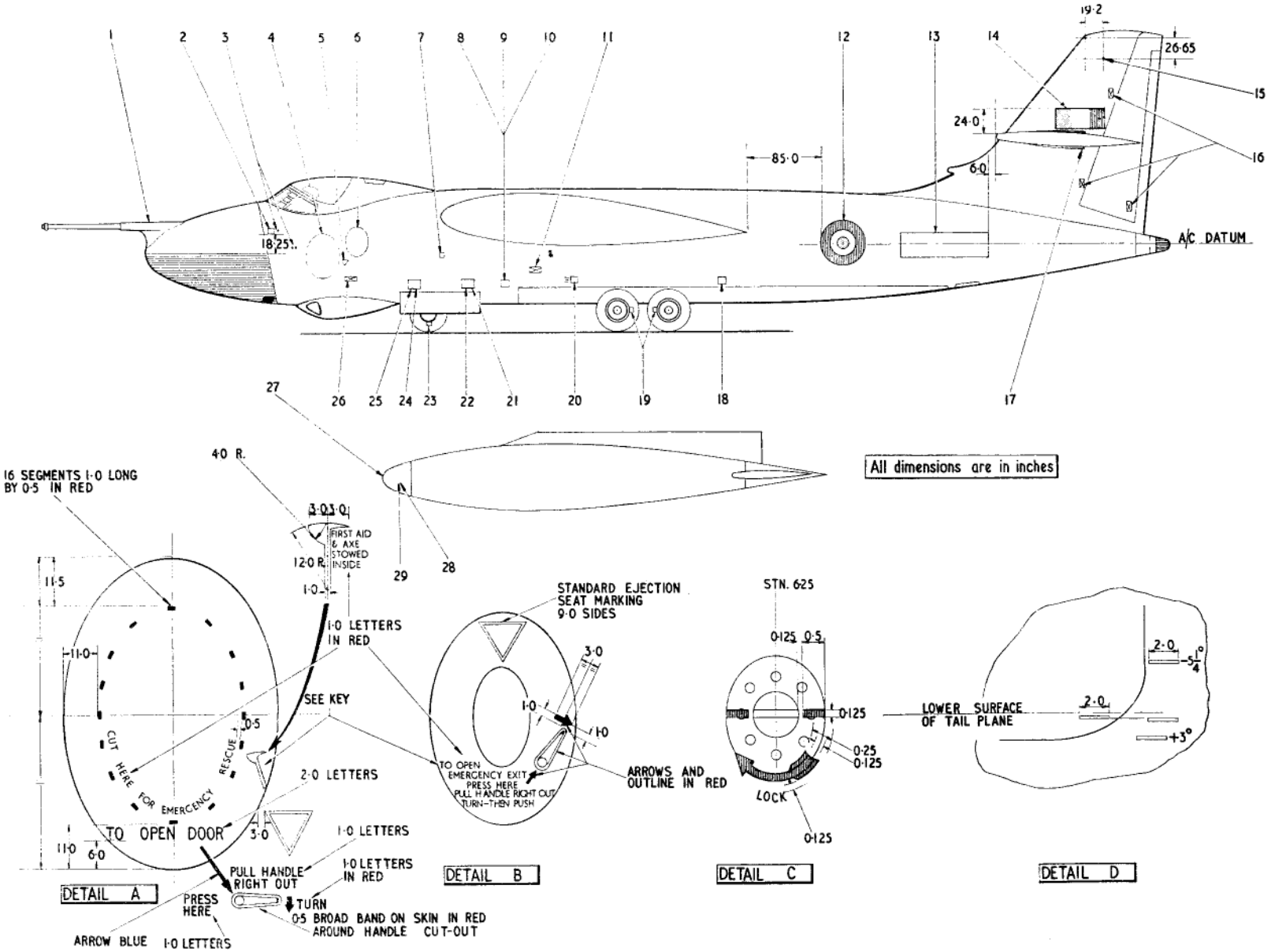


Fig. 15. External markings (2)

Key to Fig. 15 (External markings (2)) *contd.*

Item	Location	Detail (actual marking in capitals)
◀ 18	Fuselage port side, Stn. 703	Fuel filter de-icing (pre-Production aircraft only). Standard symbol
19	Wheels and tyres	Tyre creep detection marks (*A.P.*2337, *Vol.* 1, *Book* 2, *Sect.* 2, *Chap.* 2)
20	Fuselage port and stbd., Stn. 528	REFUELLING MAX. DELIVERY PRESS 50 P.S.I. DEFUELLING MAX. SUCTION PRESS 11 P.S.I. BELOW ATMOS. B Mk. 1 and B/PR Mk. 1 aircraft only on outside of panels. DEFUELLING SELECTOR VALVE on B/K Mk. 1 and B/K/PR Mk. 1 aircraft only on inside of panels. On the outside of panels, standard symbol on all aircraft
21	Fuselage port side, aft panel above nose wheel door	Oxygen point. 1800 LB/SQ. IN. 126·5 KGMS/SQ. CM. and standard symbol
22	Fuselage stbd. side, aft panel above nose wheel door	Pneumatic point. 1800 LB/SQ. IN. 126·5 KGMS/SQ. CM. MAX. Nitrogen point. 1800 LB/SQ. IN. 126·5 KGMS/SQ. CM. Standard symbols for each
23	Nose wheel	Tyre creep detection marks (*A.P.*2337, *Vol.* 1, *Book* 2, *Sect.* 2, *Chap.* 2)
24	Fuselage port side, forward panel above nose wheel door	PRESSURIZATION TEST POINT. 1 in. red letters on inner face of panel
25	Fuselage stbd. side, forward panel above nose wheel door	Hydraulic point standard symbol
26	Fuselage port side above bomb-aimer's fairing	D.T.D. paint specification marking. 1 in. lettering
27	Underwing tank nose cap	Pneumatic point. 450 LB/SQ. IN. 32 KGMS/SQ. CM. MAX. below standard symbol NITROGEN 1800 LB/SQ. IN. 126·5 KGMS/SQ. CM. below standard symbol
28	Port underwing tank nose cap	Lock (*Detail* C). Arrow points forward
29	Starboard underwing tank nose cap	Lock (*Detail C*). Arrow points aft ▶

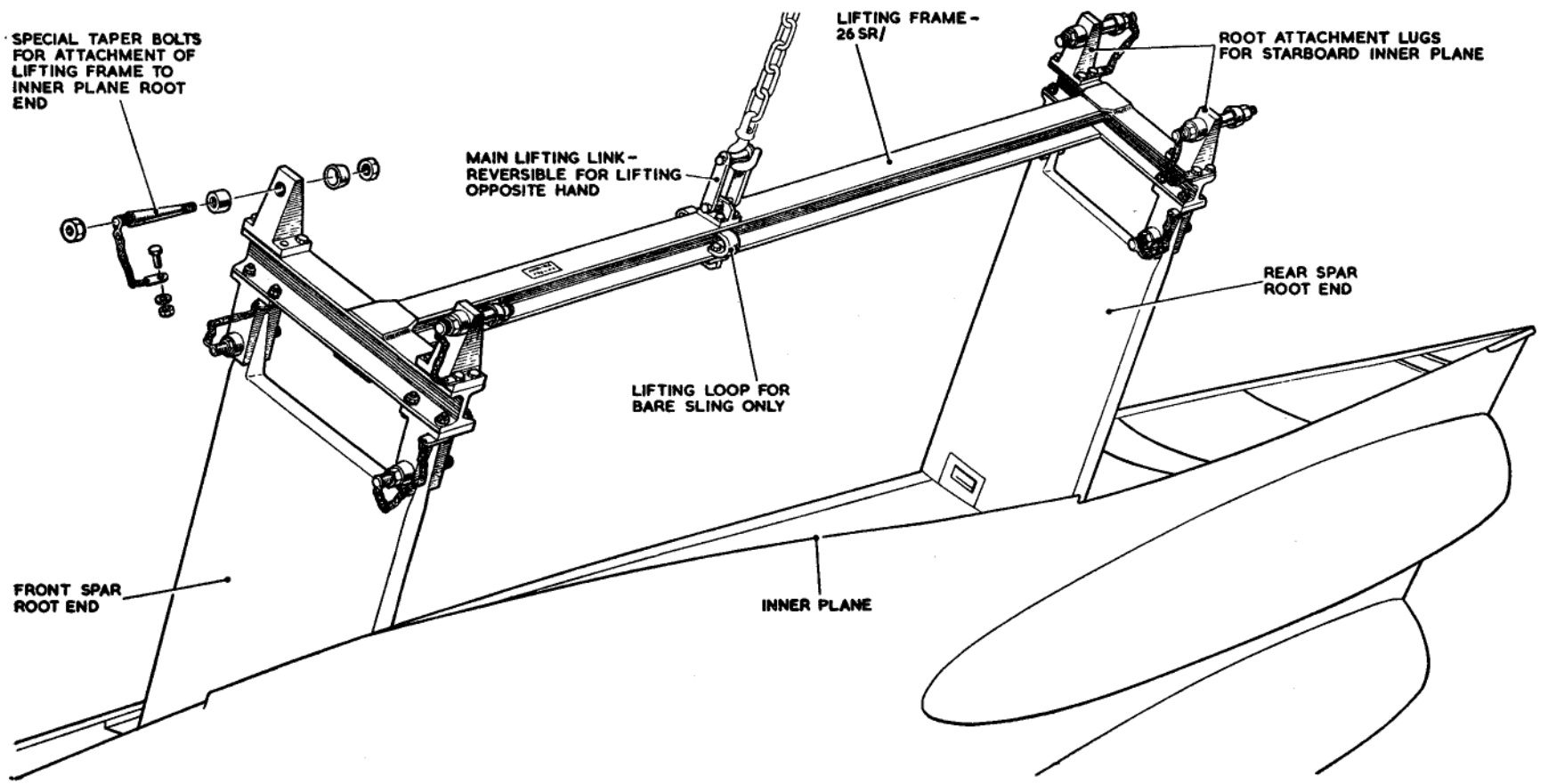


Fig. 15. Inner plane vertical slinging

(*continued overleaf*)

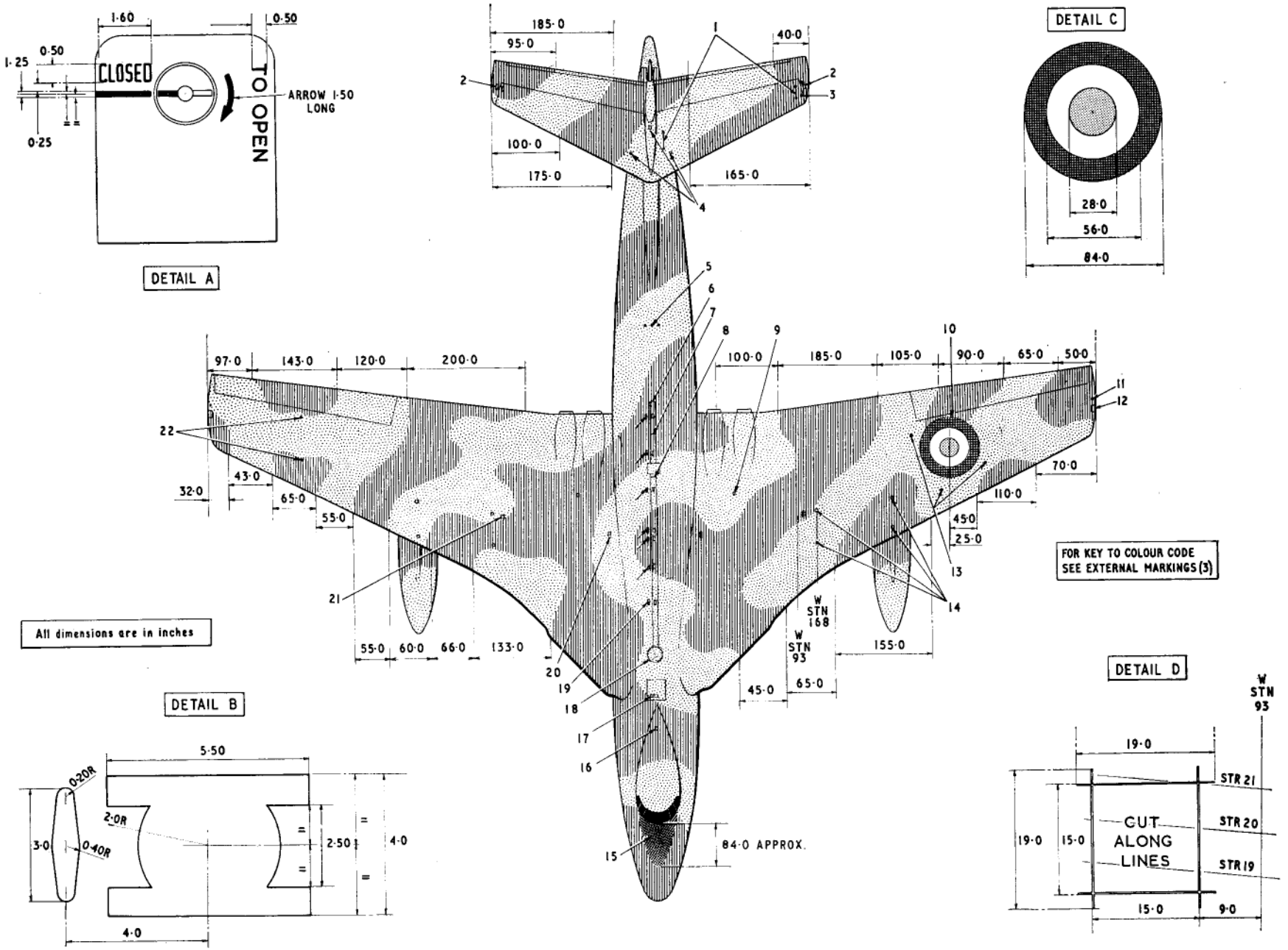


Fig. 16. External markings (1) — camouflaged aircraft

Key to Fig. 16. (External markings (1)—camouflaged aircraft)

Notes . . .

(1) *The standard colour for external markings on camouflaged surfaces is to be yellow and the lettering is normally* 0·25 *in. high. Departures from these two standards are shown in the Key or on the illustration.*

(2) *All under-surface markings are as indicated on fig.* 14.

(3) *Standard symbols are shown in A.P.2656A, Vol.* 1 (*2nd Edn.*), *Sect.* 4, *Chap.* 3.

Item	Location	Detail (actual markings in capitals)
1	Tail plane upper surface, port and stbd.	Rigging points marked with dots 1 in. dia. See fig. 14, item 14, for exact location
2	Tail plane and elevator upper surface	D.T.D. paint specification markings. 1 in. lettering.
3	Tail plane upper surface, port and stbd.	Symmetry screws marked with dots 1 in. dia.
4	Tail plane upper surface, port and stbd.	Slinging points. Standard symbols 1.50 in. across base. Aft position marked prior to assembly of fin.
5	Fuselage upper surface	STATIC VENT. 1 in. arrow pointing to each hole.
6	Fuselage upper surface	Rear end of walkway post-Mod. 574, Type B/PR Mk. 1. Walkway enclosed with yellow dotted lines 0·125 in. wide.
7	Fuselage upper surface	Rear end of walkway post-Mod. 547, Type B Mk. 1.
8	Fuselage upper surface	Rear end of walkway post-Mod. 546, Types B. Mk. 1 and B/PR Mk. 1.
9	Main plane upper surface, port and stbd.	Slinging point. Standard symbol.
10	Main plane upper surface, port and stbd.	National markings—roundel (Detail D).
11	Main plane upper surface, port and stbd.	Symmetry screws marked with dots 1 in. dia.
12	Main plane upper surface, port and stbd.	Aerial cover. To be painted to suit camouflage pattern in D.T.D. 900/4153.
13	Main plane upper surface, port and stbd.	Rigging points marked with dots 1 in. dia. See fig. 14, item 19, for location dimensions.
14	Main plane upper surface, port and stbd.	Slinging points. Standard symbol.
15	Scuttle forward of windscreen	Matt green finish to D.T.D. 314B.
16	Fuselage upper surface, port and stbd.	Slinging point. Standard symbol.
17	Aft of canopy	DINGHY RELEASE TO RELEASE OPEN DOOR PULL HANDLE FREE FROM CABLE (Detail A).
18	Foward of walkway	Loop aerial. Finish as for radomes (A.P.2662B, Chap. 9, 4, 1).
19	Fuselage upper mid-surface	Hoist points (Detail B) in yellow. Handle representation to be forward at No. 2.
20	Main plane upper surface, port and stbd.	D.T.D. paint specification marking. 1 in. lettering.
21	Main plane upper surface, port and stbd., outboard of Stn. 93	Access to strong point. CUT ALONG LINES. 1 in. lettering (Detail C).
22	Main plane upper surface, port and stbd.	Location for aileron checking gauge. Two dots 0.5 in. dia. See Fig. 14, item 8, for location dimensions.

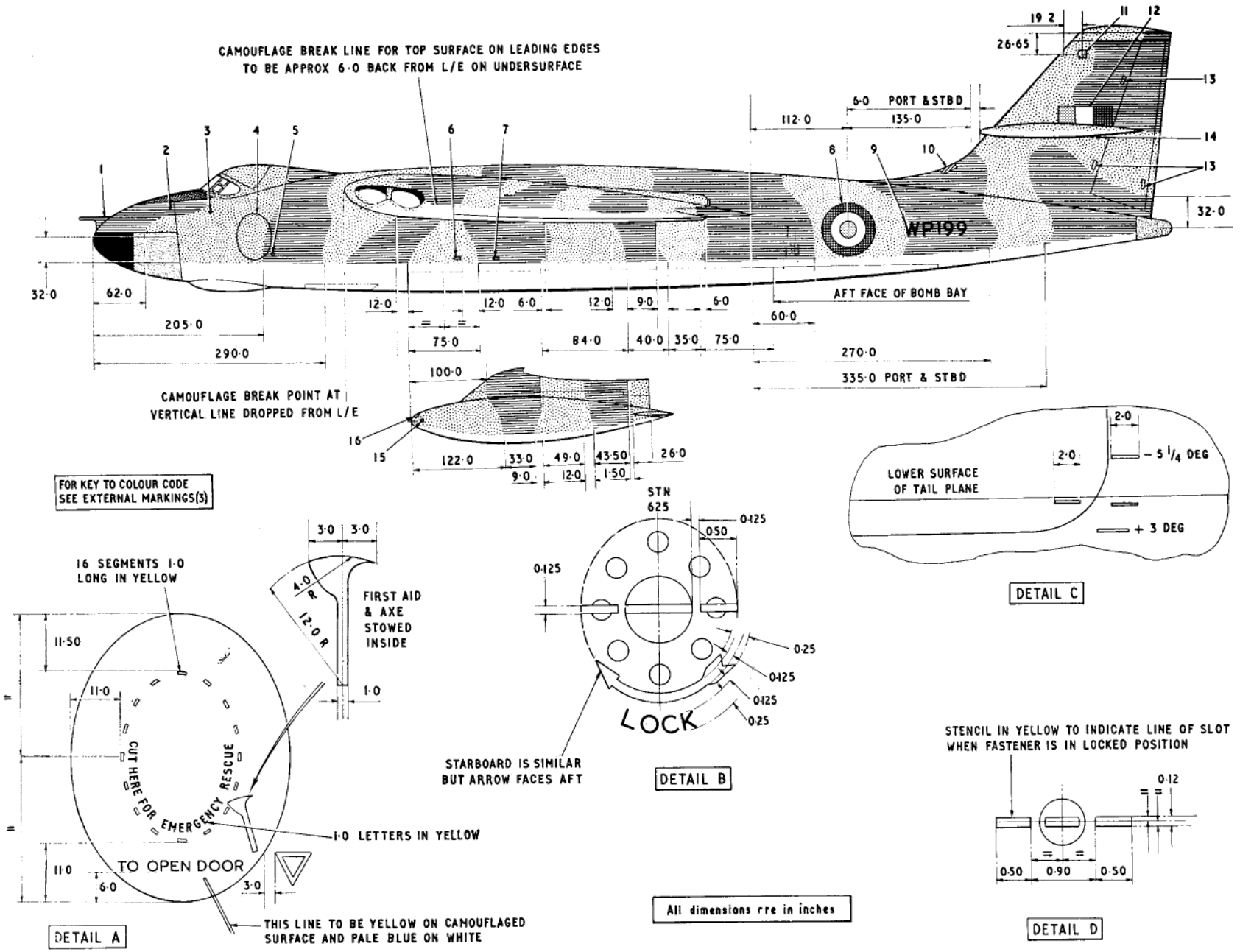


Fig. 17. External markings (2)—camouflaged aircraft

Key to Fig. 17. (External markings (2)—camouflaged aircraft)

Notes . . .

(1) *The standard colour for external markings on camouflaged surfaces is to be yellow and the lettering is normally* 0.25 *in. high. Departures from these two standards are shown in the Key or on the illustration.*

(2) *All under-surface markings are to be as indicated on fig.* 14.

(3) *Standard symbols are shown in A.P.2656A, Vol.* 1 (*2nd Edn.*), *Sect.* 4, *Chap.* 3.

Item	Location	Detail (actual markings in capitals)
1	Near refuelling probe	De-icing replensihment point, B/K/PR Mk. 1 and B/K Mk. 1 aircraft only. Standard symbol, 1.50 in. triangle.
2	Nose	Scanner bonnet fasteners. (Detail D).
3	Front fuselage	STATIC VENT with 1 in. long arrow pointing to hole.
4	Front fuselage	Cabin door external view (Detail A) CUT HERE FOR RESCUE close to segmented line; FIRST AID & AXE STOWED INSIDE between shaft outline and door edge.
5	Front fuselage	Ejection seat warning standard symbol. See Detail A for location. See Fig. 18, Detail D for dimensions.
6	Centre fuselage	Refuelling point. Standard symbol, 1.50 in. x 1.50 in with 0.25 lettering and spacing.
7	Centre fuselage	D.T.D. paint specification, 1 in. lettering.
8	Rear fuselage	Roundels (Fig. 18, Detail A).
9	Rear fuselage	Serial number. Letters and figures in black 24 in. high and 15 in. wide x 3 in. stroke with 2 in. gap.
10	Fin	Aerial cover. Paint dark green D.T.D. 900/4153.
11	Fin	Slinging points. Standard symbols, 1.50 in. across base.
12	Fin	National markings, 72 in. long x 24 in. wide. (Fig. 18, Detail A).
13	Fin and rudder	D.T.D. paint specification markings. 1 in. lettering.
14	Fin	Tail plane incidence calibration lines, 0.2 in. thick (Detail C).
15	Underwing tank nose cap	LOCK (Detail B), Arrow points forward.
16	Underwing tank nose cap	Pneumatic point. 450 LB/SQ. IN. 32 KGMS/SQ. CM. MAX. below standard symbol. NITROGEN 1800 LB./SQ. IN. 126.5 KGMS/SQ. CM. below standard symbol.

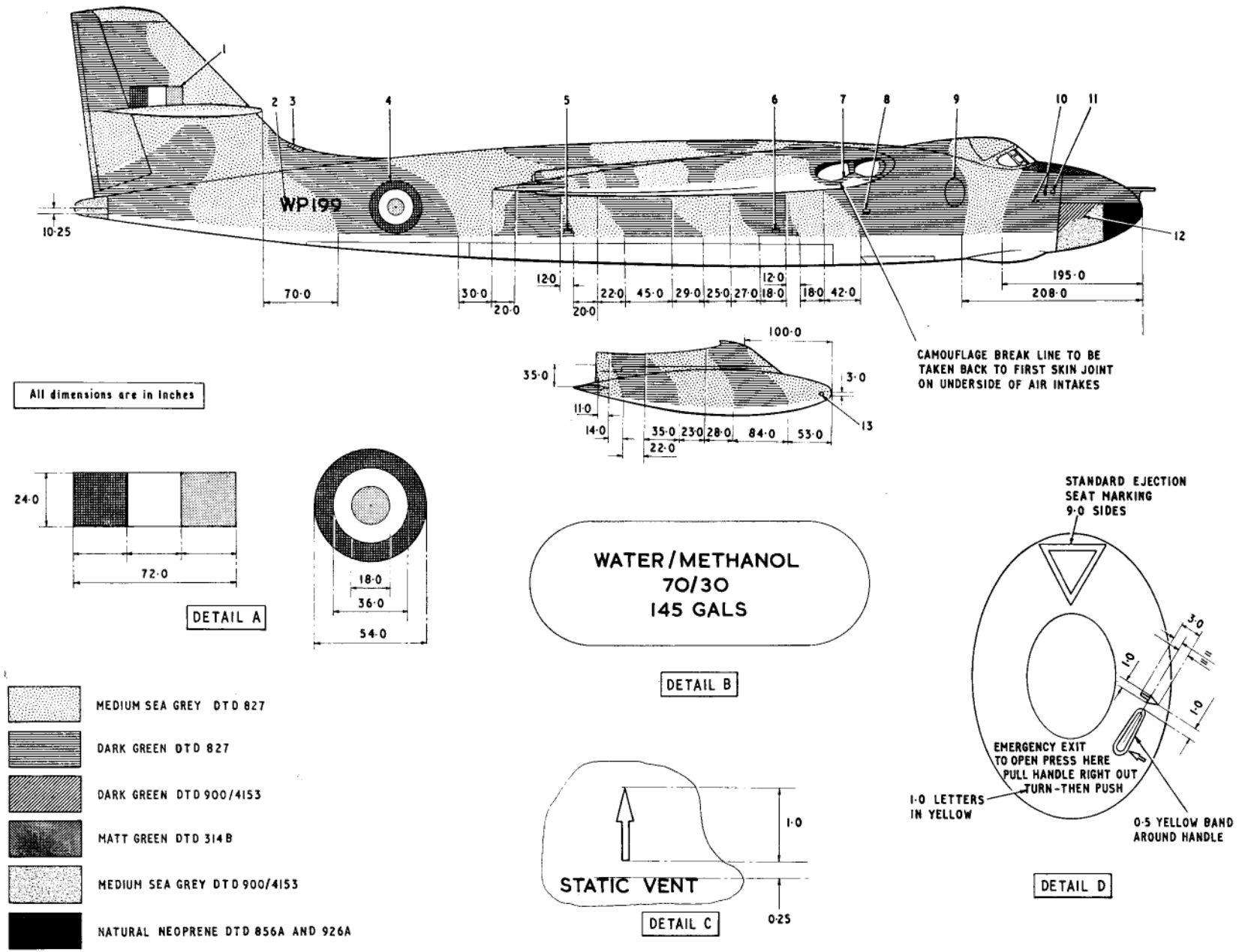


Fig. 18. External markings (3)—camouflaged aircraft

Key to Fig. 18. (External markings (3)—camouflaged aircraft)

Notes . . .

(1) *The standard colour for external markings on camouflaged surfaces is to be yellow and the lettering is normally* 0·25 *in. high. Departures from these two standards are shown in the Key or on the illustration.*

(2) *All under-surfcae markings are to be as indicated on fig.* 14.

(3) *Standard symbols are shown in A.P.*2656*A, Vol.* 1 (*2nd Edn.*), *Sect.* 4, *Chap.* 3.

Item	Location	Detail (actual markings in capitals)
1	Fin	National markings. Letters 72 in. long x 24 in. wide (Detail A).
2	Rear fuselage	Serial number. Letters and figures in black 24 in. high x 15 in. wide x 3 in. stroke with 2 in. gap.
3	Fin	Aerial cover. To be painted dark green D.T.D. 900/4153.
4	Rear fuselage	Roundels, to be 54 in. outer ring dia. (Detail B).
5	Centre fuselage	WATER/METHANOL 70/30 145 GALS., 0.75 in. lettering with 0.75 between lines.
6	Centre fuselage	Refuelling point. Standard symbol, 1.50 in. x 1.50 in. with 0.25 in. lettering and spacing.
7	Inner plane	Interior durface of air intakes, to be painted black to first skin joint to match exterior pattern.
8	Front fuselage	Air conditioning. Standard symbol. Four — ½ in. spots on 1.0 in. P.D.C.
9	Front fuselage	Emergency exit (Detail E) EMERGENCY EXIT TO OPEN PRESS HERE PULL HANDLE RIGHT OUT TURN—THEN PUSH on lower part of door.
10	Front fuselage	STATIC VENT with 1 in. long arrow pointing to each of three holes.
11	Front fuselage	De-icing replenishment. Standard symbol, 1.50 in. triangle.
12	Nose radome	Area indicated to be finished in dark green D.T.D. 900/4153. When authorised finish remainder ot radome forward of Stn. 50 : Natural Neoprene to D.T.D. 856A and 926A. Finish aft of Stn. 50 : Medium sea grey colour Titanine paint to D.T.D. 900/4153. See A.P. 2662B, Chap. 9, 4, 1.
13	Underwing tank nose cap	Refer to Fig. 16, Detail B. Arrow points aft.