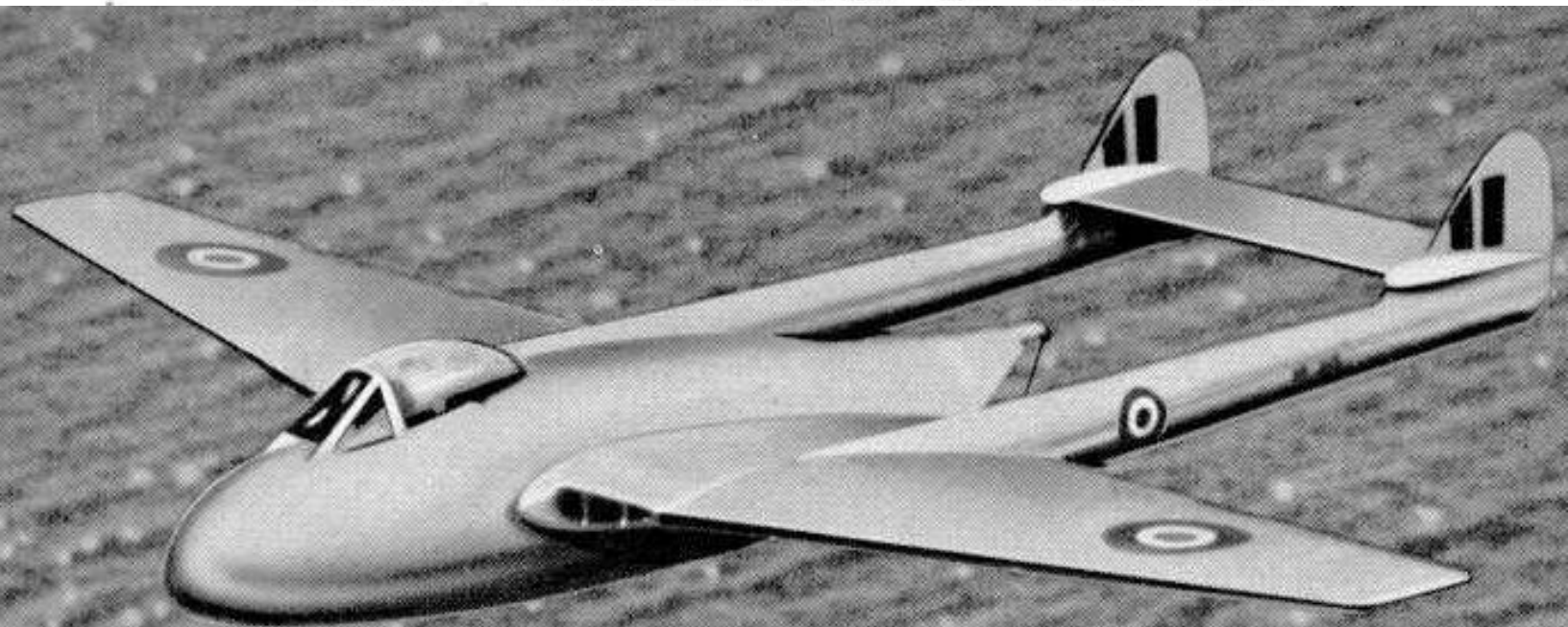


ADMIRALTY  
*October, 1949*

A.P. 4269A—P.N.  
*Pilot's Notes*

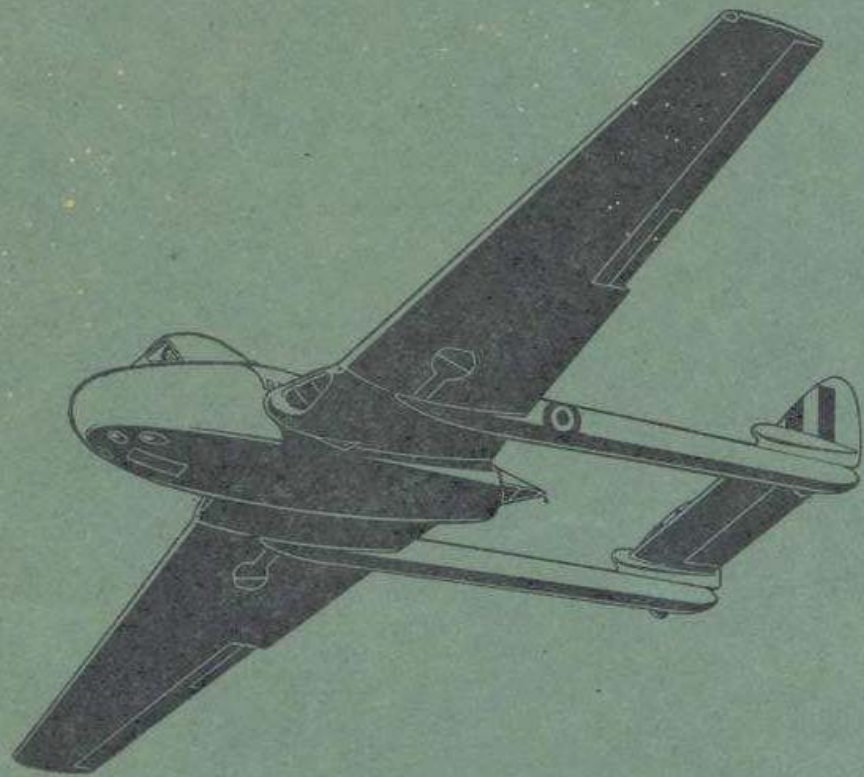
## SEA VAMPIRE F Mk. 20



# PILOT'S NOTES

FOR

## SEA VAMPIRE F.20



PREPARED BY DIRECTION OF THE MINISTER OF SUPPLY

*A. J. Poulson*

### FINAL CHECKS FOR LANDING

FUEL ... CHECK CONTENTS

BRAKES ... OFF. CHECK PRESSURES

WHEELS ... LOCKED DOWN

HOOK ... DOWN

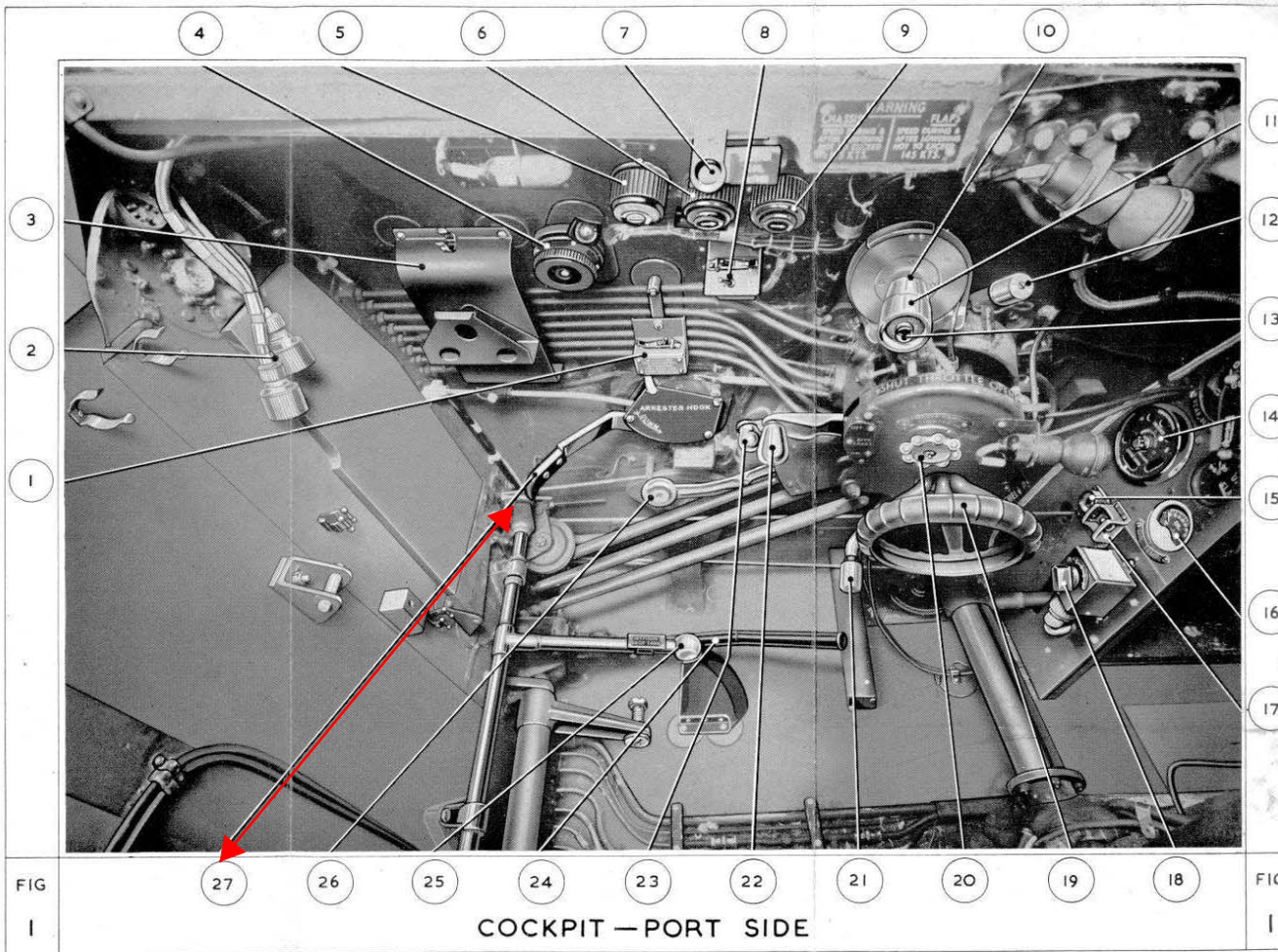
FLAPS ... FULLY DOWN ON FINAL

AIR BRAKES ... OFF

# PART V ILLUSTRATIONS

## KEY TO Fig. 1. COCKPIT—PORT SIDE

1. Undercarriage emergency retraction switch.
2. Connections for TR1520 controller.
3. Stowage for camera recorder.
4. Master switch.
5. U/V lamps, dimmer switch.
6. Instrument panel lamps, dimmer switch.
7. Booster-coil pushbutton. (Inoperative.)
8. Emergency lamp switch for lamp on left of gyro gunsight (lower) and master switch for instrument panel lamps (higher).
9. Flood lamps dimmer switch.
10. Throttle lever.
11. Gunsight ranging control.
12. High-pressure fuel cock lever.
13. R.P. and bombs firing press switch.
14. Undercarriage position indicator.
15. G switch.
16. Oil temperature gauge.
17. Auto manual switch.
18. Controller for TR 1520.
19. Elevator trimming tab control.
20. Friction adjuster.
21. Low-pressure fuel cock lever.
22. Air-brakes selector lever.
23. Flaps selector lever.
24. Hydraulic handpump.
25. Wing drop tank jettison lever.
26. Undercarriage hook lever.
27. Deck arrester hook operating lever.



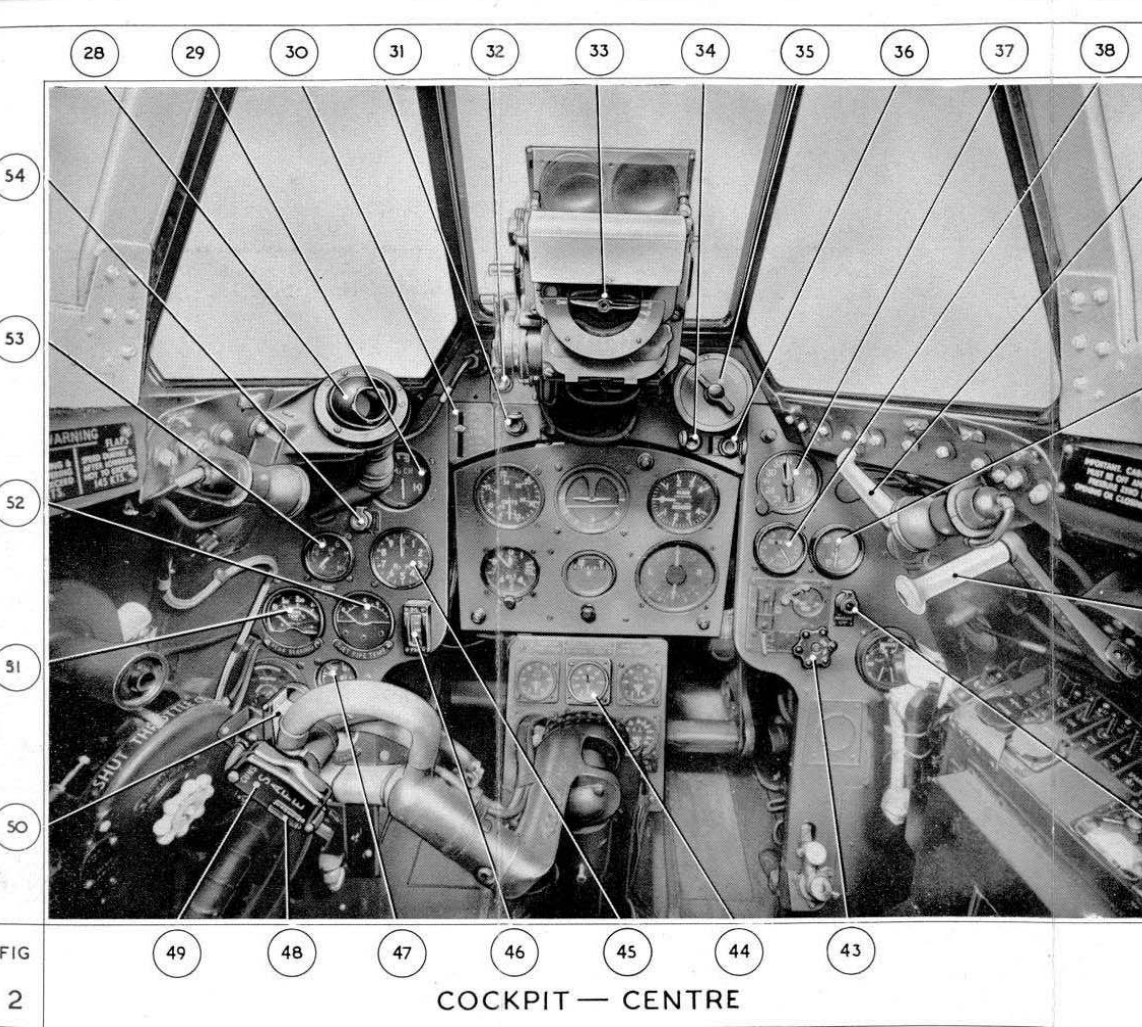
FIG

I

COCKPIT — PORT SIDE

FIG

I



KEY TO Fig. 2.

COCKPIT—CENTRE

- 28. Cockpit ventilator
- 29. Machmeter.
- 30. Elevator trim indicator.
- 31. Undercarriage warning light.
- 32. Deck arrester hook indicator light.
- 33. Gyro gunsight.
- 34. Fire-warning light.
- 35. Gunsight selector dimmer control.
- 36. Generator warning light.
- 37. R.I. compass indicator.
- 38. Cockpit air pressure gauge.
- 39. Canopy jettison lever.
- 40. Cockpit altimeter.
- 41. Canopy winding lever.
- 42. Cockpit pressure warning light.
- 43. Oxygen regulator.
- 44. Fuel contents gauges.
- 45. R.p.m. indicator.
- 46. Oil pressure gauge.
- 47. Flaps position indicator.
- 48. Cine-camera press switch.
- 49. Gun-firing switch.
- 50. Press-to-speak switch.
- 51. Rear bearing temperature gauge.
- 52. Jet pipe temperature gauge.
- 53. Burner fuel pressure gauge. (To be deleted in later aircraft.)
- 54. Fuel pressure warning light.

FIG  
2

COCKPIT — CENTRE

FIG  
2

# How to Deck Land the Sea Vampire

## 40. Stalling

- (i) The approximate stalling speeds in knots are:—

Undercarriage and flaps up	...	90-95 knots
Undercarriage and flaps down	...	80 knots

The stalling speed in the clean condition is not very well defined as the A.S.I. fluctuates before the aircraft stalls. The use of medium power reduces the stalling speed by 2 to 3 knots.
- (ii) When carrying external stores the stalling speeds are increased by 5 to 10 knots.
- (iii) The stalling characteristics are similar for all loads.
  - (a) With the undercarriage and flaps up, warning of the approach of a stall is given by a slight elevator buffeting some 20 knots before it occurs, becoming more pronounced as the stall is approached. At the stall the nose drops and the A.S.I. fluctuates widely. If the control column is held back, there is pronounced longitudinal pitching and a tendency for either wing to drop. With power on there is less warning of the stall but an increased tendency for either wing to drop.

## 42. Approach and landing

- (i) Carry out the checks detailed in Pilot's Check List, items 111 to 119.

- (ii) At the maximum airfield landing weight 10,900 lb. (with or without external stores) the recommended final approach speed with full flap is 95 knots, at lighter weight 90 knots is recommended.
- (iii) The initial approach should be made 15-20 knots above these figures.
- (iv) It is recommended that a powered approach be made, especially when landing with external stores in order to obtain a better engine response in the event of having to go round again.
- (v) Make a normal tricycle landing holding the nose wheel clear of the ground.

## 43. Deck landing

- (i) The recommended approach speed is 90-95 knots. ←
- (ii) Engine r.p.m. of about 8,000 will be required on the approach to maintain a constant height with undercarriage and flaps down.

## 44. Mislanding and going round again

- (i) Always use full power.
- (ii) Open the throttle slowly to take-off r.p.m. Raise the undercarriage as soon as possible and retrim.
- (iii) Climb initially at 115 knots increasing to about 140.
- (iv) Raise the flaps.

### 33. Take-off

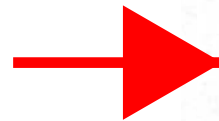
- (i) Carry out the checks detailed in the Pilot's Check List, items 103 to 110.
- (ii) Taxi forward a few yards to straighten the nose wheel and open the throttle smoothly to take-off r.p.m.

NOTE.—(a) When carrying external stores or when conditions make the use of the shortest take-off run essential, the brakes should be applied when the aircraft is aligned on the runway and the throttle opened slowly to take-off r.p.m. Then release the brakes.

- (b) If for any reason it is necessary to check any of the engine instruments, this should be done against the brakes prior to take-off.
- (iii) Keep straight by gentle use of the brakes, then as speed is gained, by coarse use of the rudder.
- (iv) Ease the nose wheel off the ground at 70-75 knots (a fairly strong pull force will be necessary when carrying two wing drop tanks). Care must be taken not to get the nose wheel too high or the booms may touch the ground. The aircraft should be flown off at about 95 knots, 100 knots when at maximum all-up weight.
- (v) When comfortably airborne brake the wheels and retract the undercarriage.
- (viii) (a) Before a catapult take-off the pilot should check the following, in addition to the normal items shown in the Pilot's Check List.
 

Main oleo pressure	...	...	350 lb./sq. in.
Main tyre pressure	...	...	86 lb./sq. in.
Nose oleo pressure	...	...	500 lb./sq. in.
Nose tyre pressure	...	...	75 lb./sq. in.

- (b) For a catapult take-off use 45° flap and neutral elevator trim. The control should be held central with the right arm held firmly braced against the hip joint as there is a tendency for the control column to move back during the launch. Should the control column move back despite this braced position, the nose wheel will be raised from the deck ; as the aircraft leaves the catapult the stick should be eased forward to reduce any excessive angle of attack thus imparted during the launch.



- (ix) For carrier take-off use 30° flap and open the throttle to 10,200 r.p.m. against the brakes. The UNASSISTED TAKE-OFF CURVES show the minimum winds speed required in knots over the flight deck which will allow a safe unassisted take-off at weights of 9,700 and 10,900 lb.

## SEA VAMPIRE 20

1 X GOBLIN 2 (3000 LB. S.T.)

### VARIATION OF DECK RUN WITH ATMOSPHERIC TEMPERATURE AND PRESSURE

AFTER FINDING DECK RUN AND CORRESPONDING WINDSPEED FROM THE FOLLOWING CURVES THE RESULT SHOULD BE CORRECTED FOR BAROMETRIC PRESSURE AS STATED HEREUNDER

FOR STANDARD PRESSURE 1013 M.B. ----- NO CORRECTION  
 FOR A RISE OF 30 M.B. ----- SUBTRACT 15% OF DECK RUN  
 FOR A FALL OF 30 M.B. ----- ADD 15% OF DECK RUN

