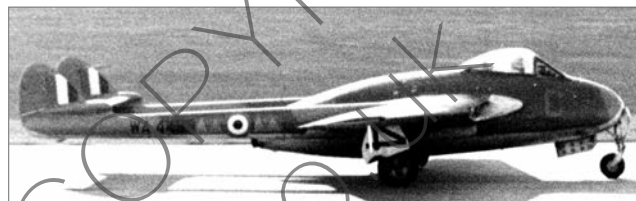


## Vampire FB.5 Modifications



*Original FB.5 engine air intake shown on VV632/E of 613 Sqn in 1955. (MAP)*

Vampire fighters underwent a variety of modifications during their RAF service, mostly concerning the enhancement of internal equipment and airframe not readily apparent to the casual observer. A notable exception was the modification of many FB.5s for provision of the Godfrey cold air unit that was fitted as standard in the FB.9. This resulted in the enlargement of the starboard wing root engine intake fairing, which was mostly incorporated between 1952-55 at MUs and at some fighter stations, which is evident in the accompanying comparison illustrations.



*The as-yet unpainted modified starboard intake fairing fitted to FB.5, WA448/C of 607 Sqn seen at Ouston in 1955. (Eric Taylor)*



*A better illustration of the modified extended air intake fairing seen on WA445, an FB.5 with 3 CAACU at Exeter in 1959. This aircraft had served with 612 Sqn until it sustained Cat.4 damage in April 1952, after which it was repaired by Marshalls at Cambridge then went to 19 MU before issue to 3 CAACU in March 1954. (Jack Johnson)*



*The standard starboard air intake fairing on the Vampire FB.9, seen on brand new WR211 entered by de Havilland in the King's Cup air race held at Woolsington, now Newcastle International Airport, and photographed on 11 July 1952. Its short operational lifespan was as 'D' of 32 Sqn in the Middle East from January 1953 until October 1954.*