

SECTION II

EQUIPMENT INSTALLATIONS

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Equipment Installation

Oxygen System

294. The two interconnected oxygen bottles (see Fig. 99) are supplied with oxygen through a filter and ground charging point, integral with the control valve, located on the forward face of bulkhead No. 3. The supply from the bottles, led through a master control valve wirelocked in the ON position and situated on the rear face of bulkhead No. 2, passes through a filter, thence by a pipe clipped under the canopy rail to the oxygen pressure regulator Type 11c on the right-hand instrument panel. From the regulator, a pipe is led under the canopy rail to the oxygen economiser located in a horizontal position on bulkhead No. 2, to the right of the pilot's seat. Access to the control valves is obtained by opening the starboard ammunition door.

De-Icing System

295. The de-icing system is controlled by the operation of a hand pump (see Fig. 100).

D.H. Aust. Mod. V.229 introduces a Mk. 16A Oxygen Regulator and automatic line valve in place of the regulator type 11C.

De-Icing System

295. The de-icing system is controlled by the operation of a hand pump (see Fig. 100).

The cylindrical three-pint de-icing reservoir is located on the right-hand stay tube of the nose wheel top structure, and access for filling purposes is obtained by removing the top nose inspection cover. A pipe is led from the top of the tank to an adaptor on No. 1 bulkhead, thence by clips on the right-hand side of the cockpit to a hand pump located at the bottom of the right-hand instrument panel. A manually operated regulating valve (adjacent to the hand pump) in the supply line from the pump to the base of the windscreen, controls the rate of the de-icing fluid delivered to the windscreen by the hand pump. The de-icing reservoir is vented to atmosphere by a pipe leading from the tank to the bottom of No. 1 bulkhead. Glycol fluid to Specification K22 is used (Ident No. K4/10332).

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