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AP 101B-0201-15A

AP 101B-0201-15A

VC10 C Mk 1

PILOT'S NOTES — TECHNICAL

BY COMMAND OF THE DEFENCE COUNCIL

A handwritten signature in black ink, appearing to read "Frank Cooper". The signature is written in a cursive style with a long horizontal stroke extending to the left.

PREPARED BY PROCUREMENT EXECUTIVE,
MINISTRY OF DEFENCE

NOTES TO USERS

1. The VC 10 C Mk 1 Pilot's Notes (AP 101B-0201-15A, Pilot's Notes—Technical and AP 101B-0201-15B, Pilot's Notes—Flying) are complementary to AP 3456 (series)—Flying. The Flight Reference Cards (AP 101B-0201-14A) are issued separately and are subject to a separate amendment procedure but they are complementary to the Pilot's Notes and reference is made to them where necessary. Operating Data is contained in the Operating Data Manual (AP 101B-0201-16A & B).
2. The Pilot's Notes — Technical is divided into three parts as follows:
 - Part 1 — Introduction
 - Part 2 — Description of Systems and Installations
 - Part 3 — Crew Compartment Illustrationsand the Pilot's Notes—Flying is divided into four parts as follows:
 - Part 1 — Limitations
 - Part 2 — Management of Systems and Installations
 - Part 3 — Engine and Aircraft Handling
 - Part 4 — Emergency Procedures
3. Where applicable, each part is divided into chapters and it should be noted that the Chapters of Part 2 in each book are in the same alphabetical order, eg Part 2, Chapter 5 of Pilot's Notes — Technical is 'Description of Electrical System' and Part 2, Chapter 5 of Pilot's Notes — Flying is 'Management of Electrical System'. Each page is identified by a part, chapter and page reference; a page bearing the reference 1—4 Page 5 is Page 5 of Part 1, Chapter 4.
4. The limitations quoted in Part 1 of these Notes are mandatory and are not to be exceeded. Instructions containing the word 'must' are also mandatory.
5. The Notes and associated Flight Reference Cards aim to provide the best operating instructions and advice currently available. Although they provide guidance for most eventualities, they are not substitutes for sound judgement and good airmanship; moreover, they assume an adequate knowledge of the pertinent volumes of AP 3456 (series) — Flying. Furthermore, circumstances might require aircrew to depart from or modify the prescribed procedures and drills. Consequently, the Notes and Flight Reference Cards should not be regarded as documents which are to be adhered to inflexibly at all times other than as explained in para 4.
6. Amendment Lists will be issued as necessary and each amendment list instruction sheet will include a list of any modifications covered by the amendment. New or amended matter of any importance will be indicated by triangles positioned in the text thus: ◀.....▶ to show the extent of amended text and thus: ▶◀ to show where text has been deleted. The number of the amendment list by which the sheet is issued will appear at the bottom of the front page and any triangles on either page forming a sheet refer to this amendment list. However, when a new chapter is issued with an amendment list, or an existing chapter is completely revised, this fact will be noted within the heading of the chapter and the triangles will not appear on each page.
7. The following conventions are observed throughout the Notes:
 - a. The actual markings on controls are indicated in the text by capital letters.
 - b. Unless otherwise stated, all airspeeds, mach numbers, accelerometer readings, temperatures and altitudes quoted are indicated values.
 - c. **WARNINGS** are inserted only where the serious consequences of not following a certain procedure might otherwise be overlooked.
 - d. Information which requires emphasis is printed in italics.
 - e. Notes are inserted to clarify the reason for a procedure or to give information which, while not essential to the understanding of the subject, is useful.
8. Modification numbers are only referred to in the text when it is necessary to differentiate between pre- and post-mod states. A list of the modifications mentioned in the text is included in these preliminary pages, with a cross reference to the location in the text of the modification details.

IMPORTANT

Comments and suggestions should be forwarded to the Officer Commanding,
Royal Air Force Handling Squadron, Boscombe Down, Salisbury SP4 0JF.

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PILOT'S NOTES — TECHNICAL

ABBREVIATIONS

(Singular and plural—excluding terms in common use)

| | | | |
|-----------------|--------------------------------------------|----------------------|--------------------------------------------------------------------------------------------------------------------------------|
| AAR | Air-to-air refuelling | MOS | Military Operating Standard |
| APS | Weight of aircraft prepared for Service | MRA | Indicated rough air mach number |
| ARC | Aileron/rudder crossfeed | N1 | LP compressor |
| ACU | Acceleration control unit | N2 | HP compressor |
| ACVU | Automatic compass variation unit | P ₁ | Engine intake (ram air) pressure |
| APO | Auto-parallel operation | ◀ P ₂ | APU air servo pressure |
| APLR | Auto-parallel latch relay | | LP compressor outlet pressure ▶ |
| APU | Auxiliary power unit | P ₃ | HP compressor outlet pressure |
| ASU | Altitude sensing unit | P ₇ | Mean exhaust gas pressure |
| BB | Busbar | PUAG | Purpose use arresting gear |
| BCAR | British Civil Aircraft Requirements | PCU | Powered flying control unit |
| BCF | Bromochlorodifluoromethane | PSIG | Pounds per square inch (gauge) |
| BTB | Bus-tie breaker | PSU | Passenger service unit |
| BTBLR | Bus-tie breaker latching relay | RH | Right hand |
| BV | Busbar voltage | RHAG | Rotary hydraulic arresting gear |
| CB | Circuit breaker | RMI | Radial magnetic indicator |
| CDI | Course deviation indicator | Selcal | Selective call facility |
| CHAG | Chain arresting gear | SMC | Standard mean chord |
| CSD | Constant speed drive | SPRAG | Spray arresting gear |
| CPS | Cycles per second | SSB | Split-system breaker |
| DMET | Distance measuring equipment—Tacan | TOCW | Take-off configuration warning |
| Elrat | Ram air turbine driven generator | TRU | Transformer/rectifier unit |
| EGT | Exhaust gas temperature | UPVV | Unpressurised ventilation valve |
| EPT | Exhaust pipe temperature | V _{MO} | Maximum operating indicated airspeed |
| FCU | Fuel control unit | VR | Voltage regulator |
| FFFD | Fault free fire detection equipment | V ₁ | Decision speed |
| GCB | Generator circuit breaker | V ₂ | Take-off safety speed |
| GCR | Generator control relay | V ₂ + 60 | Minimum speed for safe manoeuvres, clean aircraft |
| GPB | Ground power breaker | VAT | Target threshold speed |
| HDI | Horizon director indicator | VMMU | Minimum measured unstick speed |
| HP RPM | High pressure compressor (N2) shaft RPM | V _R | Rotation speed |
| Hz | Hertz (Cycles per second) | V _{R(TACT)} | Rotation speed (Mil Op Standard) |
| kVA | Kilo-volt ampere | V _{RA} | Indicated rough air speed |
| kVAR | Kilo-volt ampere (reactive) | 1.35g or 1.2g | Buffet speed. Speed at which aircraft will encounter onset of buffet pro- vided excess g is applied, ie 0.35g or 0.2g |
| LH | Left hand | V _{MCG} | Minimum control speed on or near the ground, with critical engine inopera- tive |
| LP RPM | Low pressure compressor (N1) shaft RPM | V _{MCA} | Take-off minimum control speed with critical engine inoperative |
| MCP | Main control and protection panel | V _{MCL} | Approach minimum control speed with critical engine inoperative |
| MFC | Mass flow control | | |
| MI | Magnetic indicator | | |
| ◀ MLI | Magnetic level indicator ▶ | | |
| M _{MO} | Maximum operating indicated mach number | | |

AMENDMENT RECORD SHEET

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