

Chapter 14 MISCELLANEOUS

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DESCRIPTION

General

1. The hydraulically-operated canopy and the seat height adjustment mechanisms are electrically controlled. The operation of the canopy mechanism is given in Book 1, Sect.3, Chap.1A of this publication.

Canopy control

2. The opening and closing of the canopy is controlled by an electrically-actuated hydraulic valve installed aft of frame 22 at the port side of the fuselage, and accessible through panel 20P.

3. The valve may be controlled by either

of two parallel-connected switches. One switch is integral with the internal canopy control handle in the cabin, and the other located adjacent to the external canopy control handle behind a hinged panel aft of the canopy, at the port side of the spine compartment.

4. Selecting canopy open from the inside of the cabin, necessitates pulling the lever to its up position thus releasing the locking mechanism and allowing the switch to be operated. This energizes the associated valve solenoid and the canopy will commence to open.

5. To operate the canopy from the external position, first open the

hinged cover at the external handle position, and operate handle to the open position, thus releasing the locking mechanism. This allows the toggle control switch to be manually operated to its open position.

Canopy warning circuit

6. In addition to controlling the selector valve, the canopy control handle switches also control an audio warning circuit consisting of two Type F relays and a buzzer unit. Selection either way open or closed, energizes the appropriate relay, which closes to operate the warning buzzer thereby giving audible notification of canopy movement.

Canopy unlocked warning

7. There is also a visual warning given that the canopy is unlocked and not secure. This is shown by an indicator on the auxiliary warning panel in the cabin. The circuit is described in Chap.12 of this section.

Seat height adjustment

8. Both ejection seats can be raised or lowered by an electrically-driven actuator incorporated in each seat mechanism. The actuators are controlled by their SEAT UP-DOWN switches on panel B1 and C1, for the pupil and instructor respectively.

Note...

To prevent damage to the motor by overheating, the actuator must not be operated for more than 10 sec at any one time.

SERVICING

WARNING

The relevant safety precautions detailed on the LETHAL WARNING marker card must always be observed before entering the cockpit or performing any operations upon the aircraft.

General

9. Apart from normal inspection and functional checks, little servicing of the canopy electrical circuit is necessary. The switches, terminal blocks, and associated wiring should be checked periodically for security and damage. Servicing of the ejector seats, their wiring and actuators, is given in A.P.4288.

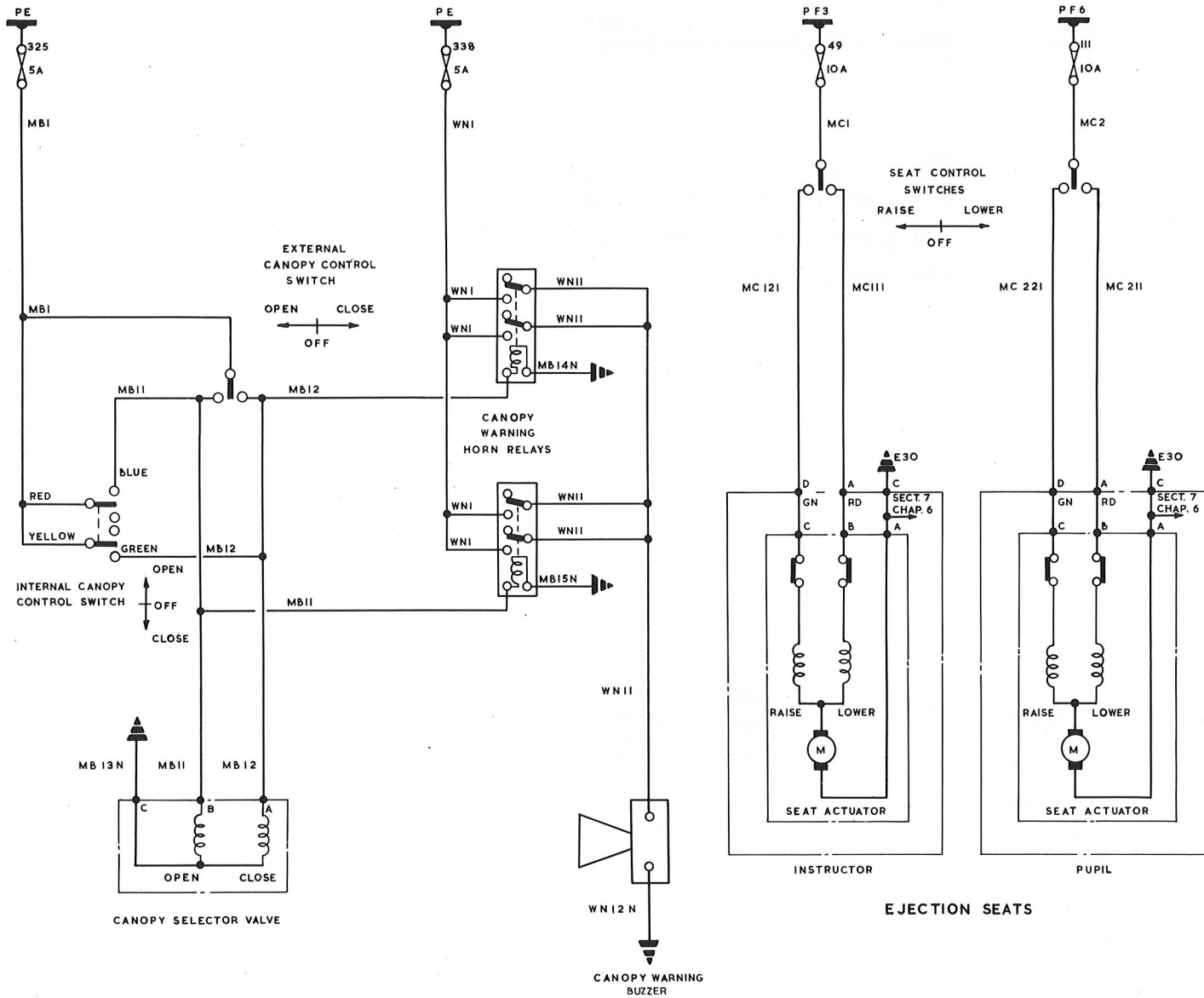
TABLE 1
Equipment details

Equipment	Location	Access	Air Publication
Canopy Control			
Internal canopy control switch, Type A.C.61806	Integral part of canopy control handle	Cabin	4343C, Vol.1, Book 1
External canopy control switch, Ref.No. 10F/0510576	Adjacent to the external canopy control handle	Hinged panel, port spine, aft of canopy	
Canopy control relays, Type F	In the a.c./d.c. fuse and relay box	16S	4343C, Vol.1, Book 2
Canopy warning buzzer Type OB-S98	On the sloping bulkhead	Cabin	4343E, Vol.1, Book 4
Selector valve, Type 100135-002	Frame 22 port	20P	1803D, Vol.1, Sect.51
Seat adjustment			
Control switch (instructor) Type 8812/B102	Panel C1	Cabin	4343C, Vol.1, Book 1
Control switch (pupil) Type 8812/B102	Panel B1	Cabin	4343C, Vol.1, Book 1
Actuators	Part of each seat mechanism	Cabin	4288, Vol.1

TABLE 2
Fuses, circuits, and locations

Fuse No.	Rating	Code	Circuit	Location
49	10A	MC1	Seat adjustment (instructor)	a.c./d.c. fuse and relay box
111	10A	MC2	Seat adjustment (pupil)	
325	5A	MB1	Canopy control	d.c. feeder fuse panel
338	5A	WN1	Canopy warning buzzer	

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CANOPY CONTROL

B5 B1 155 4

FIG.1. CANOPY CONTROL AND SEAT ADJUSTMENT

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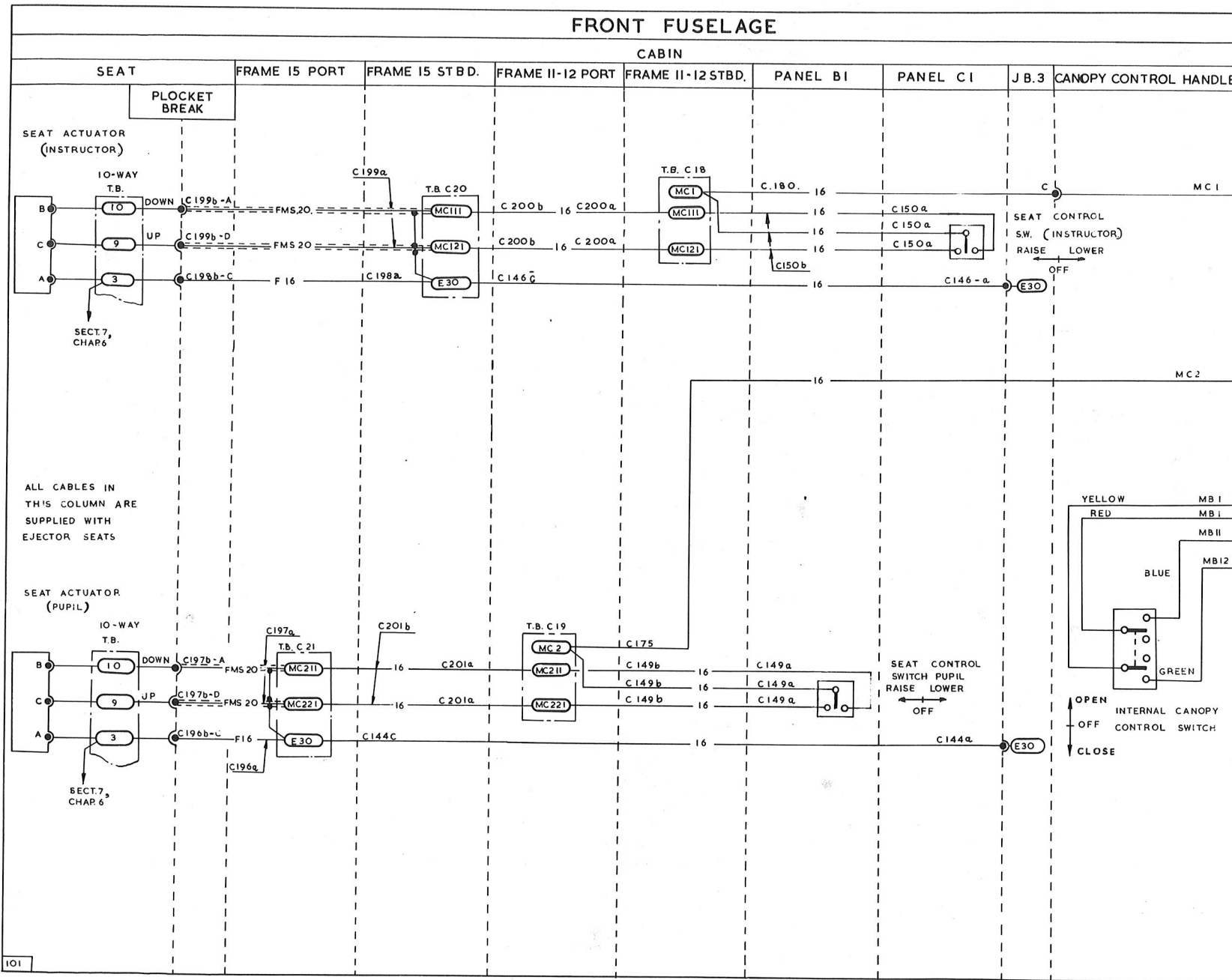


FIG.2. CANOPY CONTROL AND SEAT ADJUSTMENT

◀ MINOR AMENDMENT ▶

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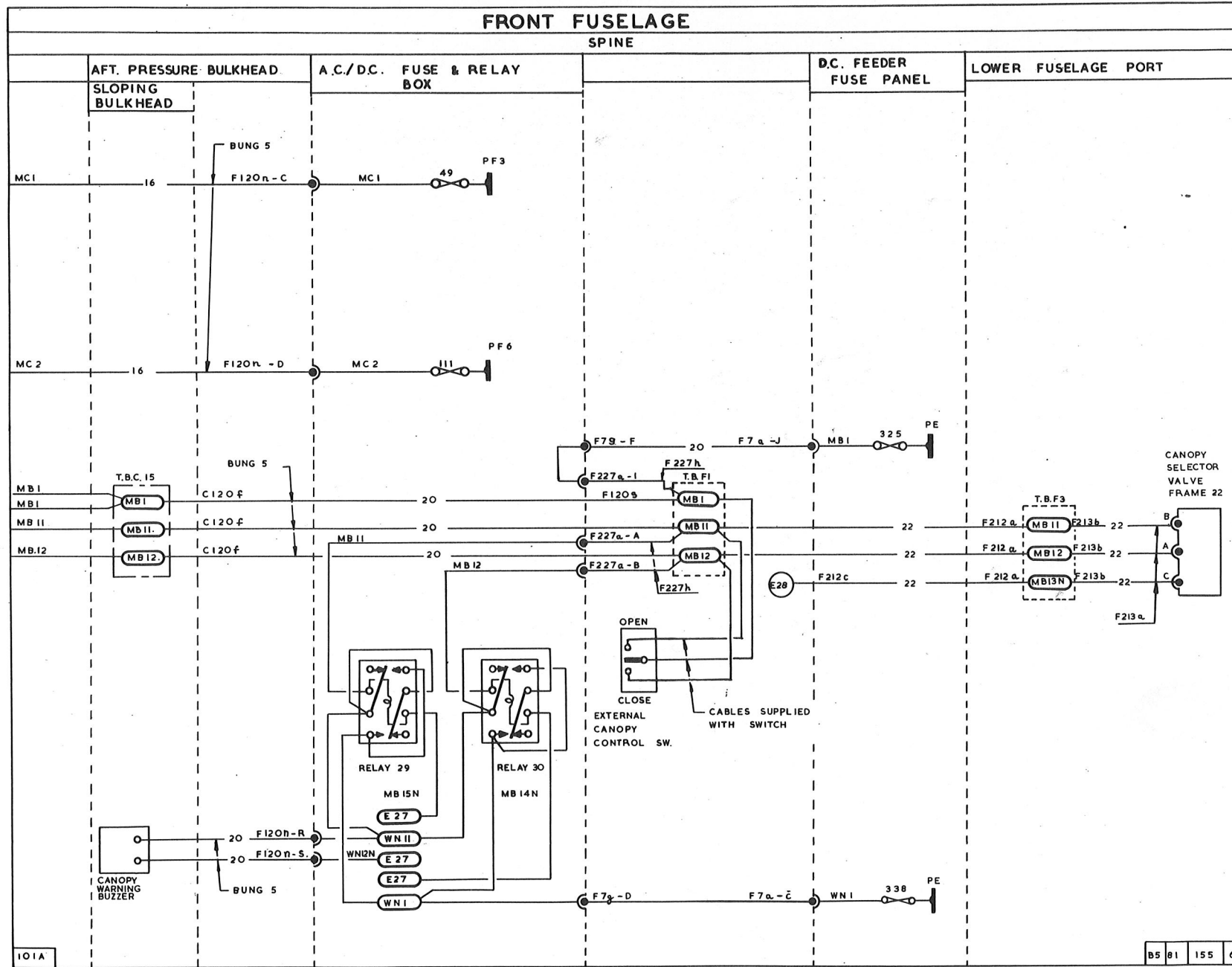


FIG. 2A. CANOPY CONTROL AND SEAT ADJUSTMENT

◀ MINOR AMENDMENT ▶

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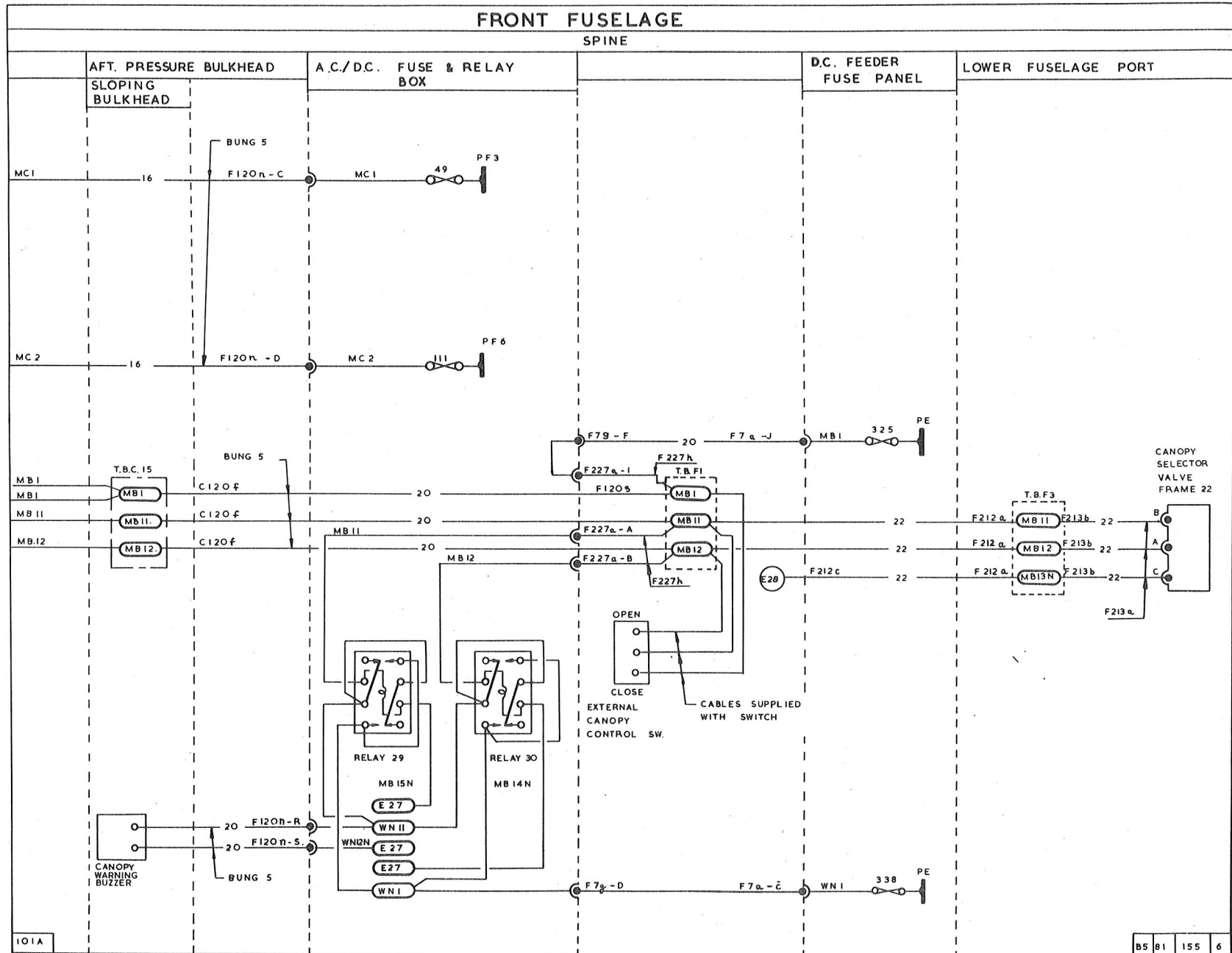


FIG.2A. CANOPY CONTROL AND SEAT ADJUSTMENT

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