Chapter 2 FLIGHT INSTRUMENTS (CAPSULE)

(Revised)

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Introduction

1. This chapter contains a brief description of the capsule-operated standby air speed indicator, altimeter, cabin altimeter and deck landing air speed indicator. Detailed information regarding the operation and servicing of each instrument is contained in the Air Publications referred to in Chap. 1 of this Section; the same Chapter also illustrates the location of the instruments and details the procedure for their removal and installation.

2. The dial of each capsule-operated instrument is illuminated by pillar lamps of the appropriate instrument lighting circuit (*Cover* 1, *Sect.* 6, *Chap.* 9).

Modification standard

3. This chapter includes Mod 12, 18, 66 and 872.

STANDBY AIR SPEED INDICATOR

4. An air speed indicator, located on the pilot's instrument panel, is employed as a standby instrument and is connected to both the pressure and static lines of the main pitot-static system (*Chap.* 1, *this Section*).

STANDBY ALTIMETER

5. A combined standby and cabin altimeter, located on the pilot's instrument panel and connected to the static line of the main pitot-static system (*Chap.* 1, *this Section*), is employed only as a standby altimeter for use in the event of the IFIS height indication being defective. On aircraft with Mod 872 incorporated the dial of the altimeter is illuminated by an integral lamp which is controlled by the pilot's IFIS lighting selector switch and dimmer control (*Cover* 1, *Sect.* 6, *Chap.* 9); this illumination is additional to that provided by the pilot's instrument lighting circuit.

CABIN ALTIMETER

6. A cabin altimeter on the auxiliary panel of the observer's port console indicates the cabin pressure in terms of altitude.

DECK LANDING AIR SPEED INDICATOR

7. An air speed indicator, located on the detachable shroud above the port side of the pilot's instrument panel, provides the sensitive air speed indications required when landing on a carrier. The indicator measures and indicates, in terms of velocity, the air pressure difference between the pressure lines of the main pitot-static system (*Chap.* 1, *this Section*).

LIST OF APPENDIXES

Appendix 1 CAPSULE-OPERATED FLIGHT INSTRUMENTS (Mod 326)

1. On aircraft with Mod 326 incorporated, the standby ASI and standby altimeter are incorporated in the standby pitot-static system as shown in Chap. 1 of this Section. This increases flight safety as it prevents the simultaneous loss of both the main and standby flight instruments if the wing mounted pressure head is damaged or lost.

Appendix 2 CAPSULE-OPERATED FLIGHT INSTRUMENTS (Mod 723)

1. On post-Mod 326 aircraft, Mod 723 transfers the deck landing ASI from the main pitot-static system to the standby pitot-static system as shown in Chap. I of this Section.

Appendix 3 CAPSULE-OPERATED FLIGHT INSTRUMENTS (Mod 1085)

1. On aircraft with Mod 1085 incorporated, the deck landing ASI, previously transferred from the main pitot-static system to the standby pitot-static system by Mod 723, is reconnected to the main pitot-static system (*Chap.* 1, *this Section*).