

Chapter 5 FUEL SYSTEM

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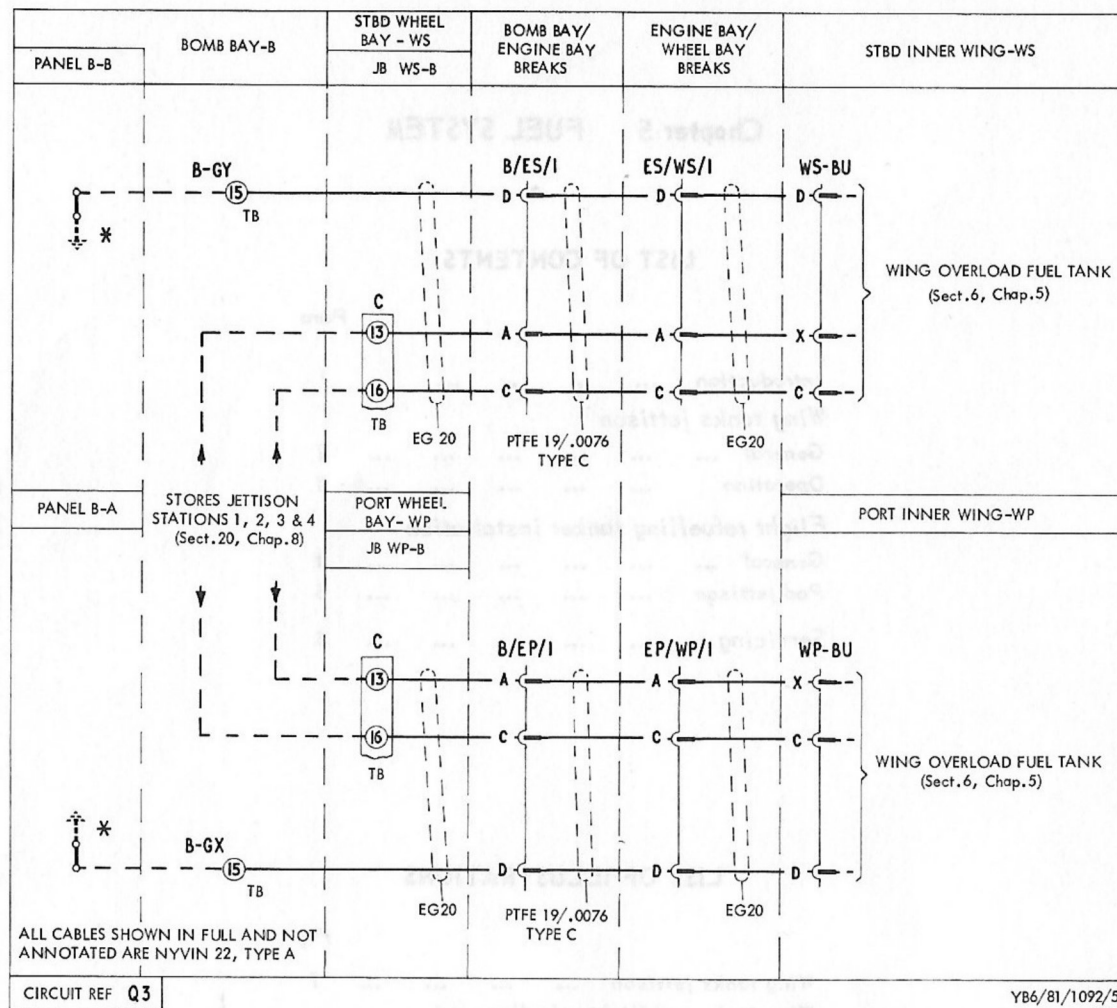


Fig.1. Wing tanks jettison
(Wing tank circuitry now reference only)

Introduction

1. The selection and control circuits of the fuel system on this aircraft are similar to those described in A.P. 101B-1202-1B, Cover 1, Sect. 6, Chap. 5, except for the differences described in this Chapter.

WING TANKS JETTISON

General

2. The wing tanks jettison circuit remains as described in A.P. 101B-1202-1B, Cover 1, Sect. 6, Chap. 5, except for the re-allocation of terminals in the

wheel bay junction boxes WP-B and WS-B as shown in fig 1. As the stores jettison circuit (Sect. 20, Chap. 8) now provides individual station selection, the operation sequence for wing tank jettison is repeated in the following paragraph for clarity.

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Operation (fig 2)

Caution...

When the aircraft is on the ground, operation of the stores jettison circuits is automatically prevented while the circuit protection relays are de-energized, provided that the armament supply switches are selected to NORMAL. This protection facility is not provided when the armament supply switches are selected to EMERGENCY.

3. With the jettison selector switch set to WINGS 1 or WINGS 2 as required, depression of the stores jettison push-switch connects d.c. supplies to pins X and C at the appropriate wing station connector WP-BU or WS-BU, as described in Sect. 20, Chap. 8. The supply at pin X energizes relay A in the wing tank junction box, the contacts of which close and feed the supply at pin C via a current limiting resistor to the operat-

ing head of the tank jettison air bottle. The tank release mechanism is then operated in the manner described in A.P.101B-1202-1A, Cover 3, Sect. 4, Chap. 2, App. 5. With the jettison selector switch set to ALL, depression of the stores jettison push-switch connects the supplies to jettison both wing tanks simultaneously.

FLIGHT REFUELLING TANKER INSTALLATION

General

4. This installation remains as described in A.P.101B-1202-1B, Cover 1, Sect. 6, Chap. 5, with the exception of the cables from pins S and T of connector C-P/F/3 which now terminate at earth bar C*3, and the re-allocation of terminals in the wheel bay junction box WS-B as shown in fig 3.

Pod jettison

5. With the jettison selector switch set to WINGS 2 or ALL, the flight refuelling pod can be jettisoned from the pylon in a similar manner to that for pylon stores described in Sect. 20, Chap. 8, except for the use of different identification letters and numbers as shown in fig 2.

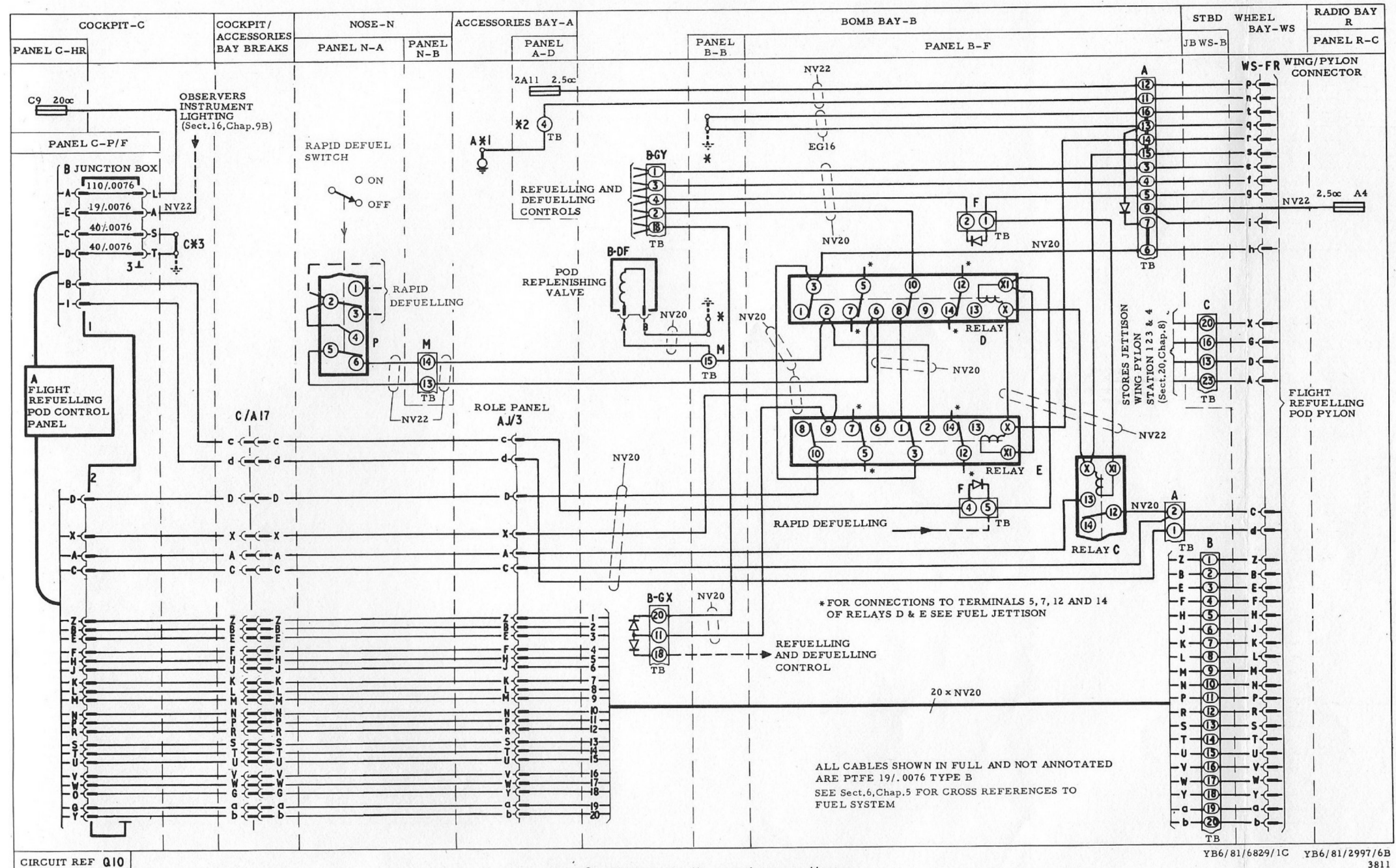
SERVICING

6. The servicing information in A.P. 101B-1202-1B, Cover 1, Sect. 6, Chap. 5 is equally relevant to post-Mod 1188 aircraft. However, due to the revised annotation of the stores jettison selector switch (*Sect. 20, Chap. 8*), the appropriate wing station, WINGS, 1 or WINGS, 2, must be selected as required (in lieu of WINGS, INNER) when performing the jettison circuit tests or no-volts tests quoted in the above Chapter.



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Fig. 3. Flight refuelling tanker installation
(Selector switch details amended)