AP 101B-1202-1C, Sect 16, Chap 7 Sep 91 (Amdt 84)

Chapter 7 ALIGHTING GEAR

LIST OF ILLUSTRATIONS

Fig

1

Ålighting gear — theoretical

1. The alighting gear circuits on the aircraft are similar to those described in AP 101B-1202-1B, Cover 1, Sect 6, Chap 7, except for differences in the protection circuits. A theoretical diagram is included in this Chapter and routeing details are in Section 16 of AP 101B-1202-10B.

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2. On this aircraft, the protection circuits are extended to include the Martel installation (Sect 20, Chap 5) by using part of the undercarriage up-lock released microswitches, WP-AF and WS-AF, and the nose wheel unit locked up microswitch, N-CD. Circuit operation thus differs from that of the protection relays, in that continuity is provided when the alighting gear is locked up, and an open circuit exists when the alighting gear is extended. 3. The armament ground test microswitch WS-BK is also changed from a 2-pole to a 4-pole type, and one of the additional poles of the switch is used to facilitate servicing of the Martel installation when the alighting gear is extended.

4. With the armament ground test microswitch in the normal (flight) position, contacts 8-7 form part of a supply circuit associated with the Martel installation, which is routed via the alighting gear locked up microswitches. Actuating the ground test microswitch to the test position, using the operating key, connects a supply from fuse F12 (post-Mod 1680) or D8 (pre-Mod 1680) via contacts 9-7 direct to the Martel installation, as shown in Fig. 1.

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5. On post-Mod 1641 aircraft, contacts 12-13 of circuit protection relay G, on panel C-R are incorporated into the laser interlock circuit of the Pavespike system (Sect 20, Chap 5).

6. On post-Mod 1750 and 1803 aircraft, the protection circuits are further extended to include the countermeasures dispenser system, (Sect 19, Chap 9), by utilizing contacts of relay G on panel B-B.

7. On post-Mod 1832 aircraft, the contacts of the nose wheel uplock microswitch, N-BC, inhibit the output of the Radar Altimeter tone generator when the alighting gear is extended.



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Alighting gear – theoretical ► (Mod 1832 incorporated) ◀

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Fig. 1.