PART 1

CHAPTER 10 — ARMAMENT AND CAMERA INSTALLATION

Contents

1 Gyro Gunsight Mk 8

(*a*) Each GGS is housed in a fixed mounting one above each instrument panel. The GGS master ON/OFF switch is on the left of the centre instrument panel.

(*b*) The main selector is on the port shelf together with a dimmer control for the port GGS. The instructor/pupil selector is on the starboard shelf with the dimmer switch for the starboard GGS.

◀(*c*) Post-mod 1372 (Mk 8C only) both GGS are removed.▶

2 G90 and Recorder Cameras

(*a*) The cine and recorder cameras are operated automatically whenever the gun or camera operating button on either control column is energised, with the camera master switch on. When Mod 874 is embodied the G90 camera is not fitted.

(*b*) The camera master switch is to the left of the pressure head heater switch, on the switch panel below the port instrument panel. The aperture switch is on the starboard side of the centre instrument panel.

3 RP/Bomb Release

(*a*) *RP Firing*

When the BOMBS/RP switch on the armament control panel is set to RP and the RIPPLE/NORMAL and SELECTOR switches are set as required, RP are fired by pressing the bomb/RP release button beneath a safety flap on the control column. No jettison facilities are available.

(*b*) *Bomb Controls*

(i) Bomb controls are on the armament control panel; a FUZING switch and a BOMB/RP switch are provided.

(ii) Post-mods 1220, 1222 and 1223 provision is made for the carriage of practice bombs on the outboard pylons. To enable either the inboard or outboard pylons to be selected, a pylon INBOARD/OUTBOARD selector switch is on the port wall.

4 Pylon Stores Jettisoning

(*a*) *Inboard Store Jettison*

When the bomb fuzing switch is off, all inboard stores are jettisoned by pressing the INBD STORES JETTISON button.

(*b*) *Outboard Store Jettison*

When the OUTBD STORES button is pressed, outboard stores are jettisoned.

5 'Clear Aircraft' Switch Bar

When the bomb fuzing switch is off, all stores carried on the four pylons may be simultaneously jettisoned by pulling down the CLEAR A/C switch bar on the armament panel.

6 Master Armament Safety Break

The master armament safety break (MASB) is behind a panel in the port wing stub. When disconnected, the following services are inoperative:

RP firing

Bomb release

Pylon stores jettisoning (drop tanks, bomb carriers, rocket launchers)

Camera operation

Landing gear normal retraction. (The emergency up-on-the-ground circuit is not affected).

(e) The lighting of the control unit is controlled by the port shelf lighting dimmer switch on the cockpit port wall.

(f) The 28 volt DC supply is taken from the main DC busbar; the 115 volt 400 Hz supply is provided by the type 108 inverter; there is no standby AC power supply. The type 108 inverter does not start up until the weight of the aircraft is taken off the main wheels; in the event of a double generator failure, it is automatically off-loaded.

6 AD 120 VHF

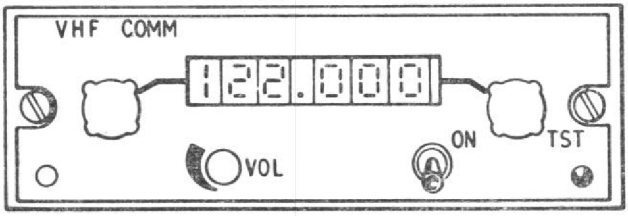
(a) Post-mod 1430, AD 120 VHF is fitted in addition to the ARC 52 UHF. The equipment provides RT communications on 720 channels in the frequency range 118 to 135·975 MHz at 25 kHz spacing. The transmitter/receiver is in the nosebay.

(b) Control Unit. The control unit is above the port instrument panel (below the IFF/SSR control unit) and has the following controls:

(i) An ON/off switch.
(ii) Two frequency selector knobs.
(iii) A VOLume control.
(iv) A TST (test) button.

The integral lighting of the control unit is controlled by the port shelf lighting dimmer switch on the cockpit port wall.

(c) Aerial. The VHF whip aerial is under the front fuselage.



AD 120 VHF Control Unit

(d) Normal Use. The equipment is available for use immediately after switch-on, ie no warming-up period is required. If the ARC 52 UHF is in use when the VHF is switched on, the UHF (main and standby) is isolated from the mic/tels; the UHF remains ready for use immediately the VHF is switched off.

(e) Testing. With the equipment switched on, pressing the TST button gives an increase in the background noise in the headset if the equipment is serviceable.

(f) Power Supplies. The 28 volt DC power supplies are from the main DC busbar.

Note: The current consumption of the AD 120 is similar to the standby UHF when transmitting; on receive, the AD 120 takes only 0·5 amperes compared with the standby UHF requirement of 3 amperes.

(g) Additional Changes. The positioning of the AD 120 control unit necessitates the following changes:

(i) The IFF/SSR control unit is raised.

(ii) The cabin altimeter is moved from the centre instrument panel to the starboard wall.

(iii) The IFF FAIL light and the ANTI-COLL LIGHTS — ON/OFF switch are moved to the space vacated by the cabin altimeter.