

Fig.1. Elevator and aileron power controls (theoretical)

RESTRICTED

unit is located between frames 52 and 55 in the rear fuselage lower fin structure and the aileron booster units are situated one in each outer wing.

Indicators

5. Two electro-magnetic indicators, located one on the port instrument panel and the other on the centre instrument panel, are provided to indicate when hydraulic pressure is applied to the booster units. These indicators, which are separately fused, are controlled by hydraulic pressure switches. The indicators show BLACK when the hydraulic pressure supplied to the booster units is greater than 600 lb. per sq.in. and WHITE when the pressure drops below this figure.

Hydraulic pressure switches

6. The hydraulic pressure switch controlling the indicator for the elevator booster unit is situated just forward of frame 54 below the tail plane in the fin structure and that controlling the aileron booster unit's indicator is located between interspar ribs E and F in the starboard wing. These pressure switches are tapped into the hydraulic supply lines feeding the booster units and open their contacts to de-energize the indicators when the hydraulic pressure falls below that quoted in paragraph 5.

Hydraulic failure

7. In the event of an hydraulic failure, the hydraulic pressure indicator lamp will

illuminate and the audio warning system operate, as described in Section 5, Chapter 2, Group 5.A, to indicate that only a limited number of power operations of the controls are available from hydraulic accumulators in the system. When the accumulators are exhausted, the elevator and aileron power control system will automatically revert to manual operation and the magnetic indicators will show WHITE to indicate this condition. During manual operation the booster units function as normal control tubes.

Operation

Power on

8. As the operation of the elevator and aileron power control electrical circuits are similar, only the function of the aileron circuit will be described. When the aileron selector switch is placed in the ON position, current will be fed through the switch and energize the ON solenoid of the aileron electro-hydraulic selector valve. When this solenoid is energized, it allows the hydraulic supply pressure to move the slide valve within the selector in such a direction as to supply hydraulic pressure to the servo valves of the aileron booster units.

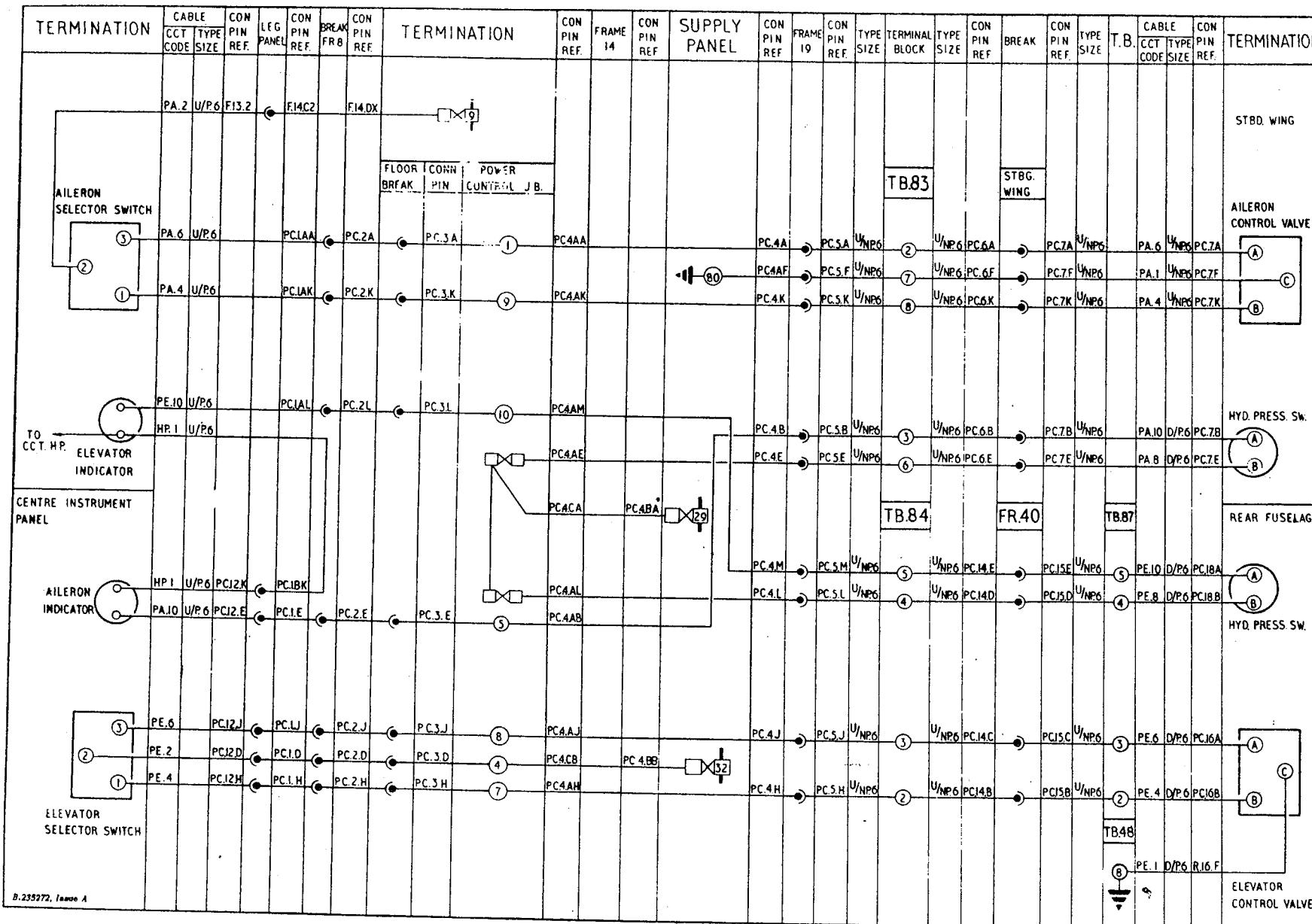
9. When hydraulic pressure is applied to the booster units, the hydraulic pressure switch tapped into the supply line will close its contacts and current will be fed from the circuit fuse to energize the aileron electro-magnetic indicator. When energized, this indicator will show BLACK to indicate

that power is available at the booster units. Movement of the control column will operate the servo valve mechanism to open one of two orifices. The orifice which is opened depending upon the direction in which the control column is moved and hydraulic pressure will then be directed to one side of the ram in each booster unit. This pressure will move the booster unit bodies, which being in connection with the ailerons will move the ailerons in the required direction.

Power off

10. When the aileron selector switch is placed in the OFF position, current will be fed through the switch and energize the OFF solenoid of the aileron electro-hydraulic selector valve. When the OFF solenoid is energized, it allows the hydraulic supply pressure to move the slide valve within the selector in such a direction as to cut off the hydraulic pressure to the booster unit servo valves. The slide valve movement also allows the pressure in these units to flow back into the return line.

11. As the hydraulic pressure discharges into the return line, the hydraulic pressure switch opens its contacts to de-energize the aileron electro-magnetic indicator, which then shows WHITE to indicate that hydraulic power is no longer available at the booster units. The booster units now operate as normal control tubes and manual effort alone must be used to move the ailerons.



A.L.30, July 63

◀ Manual reversion on ground (Post Mod.895)

12. The controls are normally left in power operation after shutdown. If the oil pressure in the accumulator is sufficient, reversion to manual control can be achieved by use of the handpump. If the oil pressure in the accumulator is insufficient, reversion to manual operation can be achieved by operating the push button incorporated in each of the elevator and aileron electro-hydraulic valves while using the handpump. ►

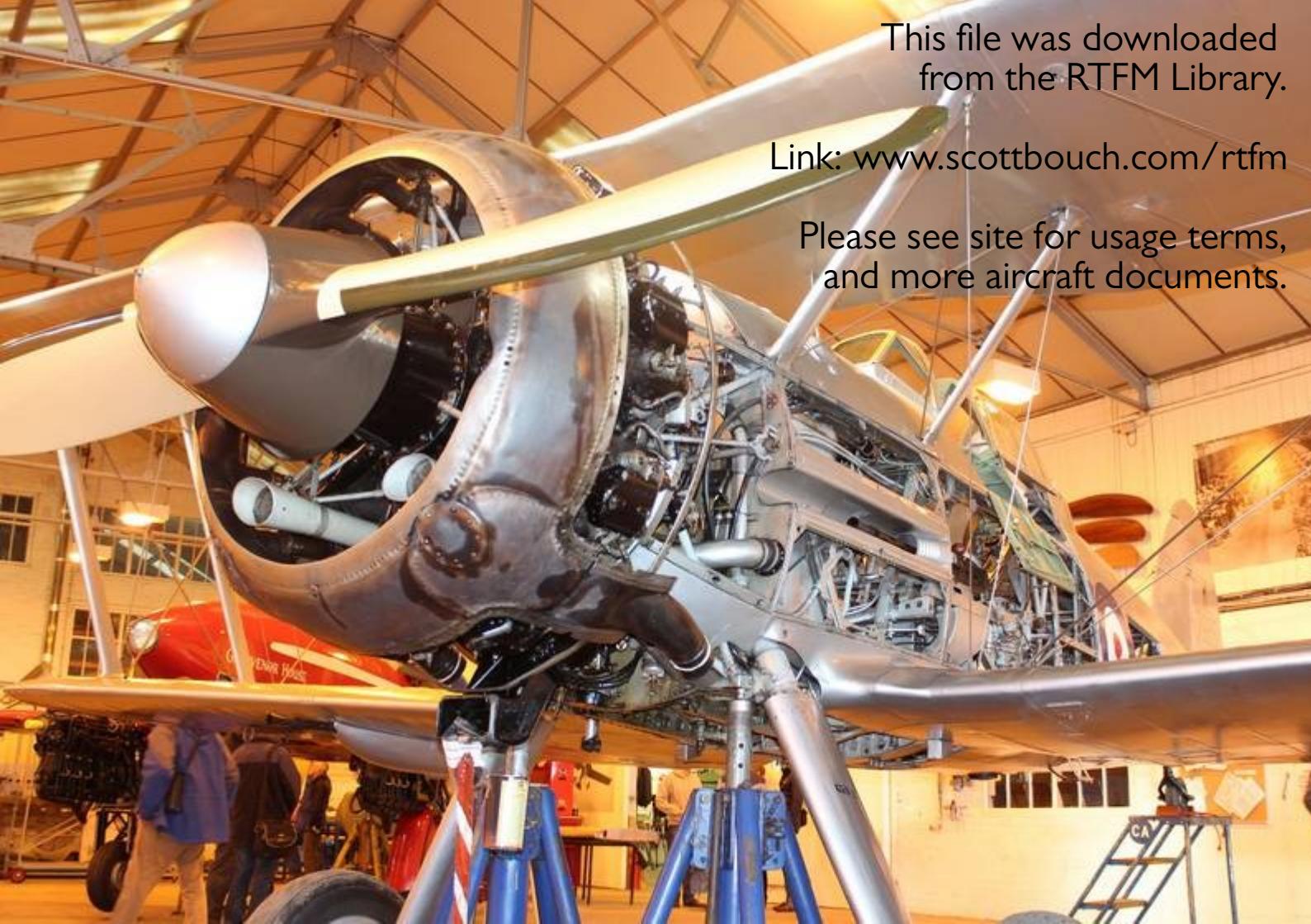
SERVICING**General**

13. For general servicing of the electrical system, reference should be made to Group A.1. Apart from keeping all the components clean and carrying out the normal routine tests of security and serviceability, the only other servicing necessary is the electrical tests of the electro-hydraulic selector valves as described in the appropriate Air Publications quoted in paragraph 1.

REMOVAL AND ASSEMBLY**General**

14. Once access has been obtained, the removal of the electrical components forming the elevator and aileron power control circuits, should present no unusual difficulties. The location and access to all the components is indicated in Group A.3.

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A large propeller aircraft, likely a Douglas C-47 Skytrain, is displayed in a museum hangar. The aircraft is positioned on a blue hydraulic lift, with its front landing gear extended. The engine and propeller are visible on the left side. The interior of the aircraft is partially open, showing the cockpit and the engine compartment. The aircraft is surrounded by museum exhibits, including a red and white airplane in the background and various informational displays. The hangar has a high ceiling with exposed structural beams and lighting fixtures.

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