

GROUP 3.C

MECHANICALLY OPERATED INSTRUMENTS

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Introduction

1. This group contains a description of the mechanically operated flying instruments installed in this aircraft. For a general description of the instrument installation as a whole, reference should be made to Group 1.A of this chapter. The location and access to all the instruments and their associated equipment is given in Group 1.C of this chapter. Detailed information on the standard components used will be found in the appropriate Air Publications quoted in para.2 of this group.

Equipment employed

2. The mechanically operated flying instruments employed in this aircraft are quoted below, together with the appropriate Air Publications to which reference should be made for a detailed description and the necessary servicing required to maintain them in an efficient condition.

DESCRIPTION

Standby compass

3. A standby compass, for use if the Gyro compass installation (Group 3.B)

fails, is mounted at the top of the wind-screen arch (Post Mod.378) or is attached to the retractable gun sight mounting (Pre Mod.378). The E.2B compass is illuminated by a special (non-magnetic) internal lamp, which is provided with a normal and standby supply, as described in Section 5, Chapter 1, Group F.1 of this volume.

◀ Note ...

When a compass swing is carried out on this aircraft, the cabin hood must be fully closed when readings are taken, as, with the hood open, large deviations can be expected. ▶

Accelerometer

4. The accelerometer is located on the starboard arch panel to the right of the gun sight. It is provided to give visual

Standby compass, Type E.2A (Pre Mod.660) or

E.2B (Post Mod.660) A.P.12753, Vol.1, Sect.10.

Accelerometer, Mk.2 A.P.1275A, Vol.1, Sect.12.

Clock, Mk.4 A.P.1275A, Vol.1, Sect.19.

indication of the acceleration forces imposed on the aircraft's structure during flight in the direction of the aircraft's Z axis i.e. upwards and downwards along the line of flight. The indications of positive or negative 'g' forces are given by three concentrically mounted pointers moving over a common scale. One pointer indicates instantaneous accelerations in both directions and the other two record the maximum plus and minus readings and remain at those readings until they are reset manually through the mechanism provided. A transit lock, operated by a knob at the rear of the instrument, is provided to lock the mechanism during transit

and this must be turned to 'unlock' on installation. This instrument is not shock-absorber mounted as this would have a damping effect on the operating mechanism.

Clock

5. Provision is made, on the starboard side of the centre instrument panel, for the installation of a clock, which is supplied by the Services.

SERVICING

General

6. The necessary servicing to maintain the instruments in an efficient condition and the standard serviceability tests which

should be applied, together with the equipment to be used and the method of conducting the tests is contained in the appropriate Air Publications quoted in para.2 of this group.

REMOVAL AND ASSEMBLY

General

7. The removal of the instrument panels carrying the flying instruments is described in Group 1.B of this chapter. Once access has been obtained, the removal of the instruments from the panels should present no unusual difficulties.

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