

Chapter 2A PREPARATION FOR FLIGHT

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Introduction

1. Reference must be made to Sect.2, Chap.2 for information on the general preparation of the aircraft for flight, with the exception of servicing and replenishing points introduced with the E.C.M. equipment on Mk.1A aircraft which are described and illustrated in this chapter.

GROUND ELECTRICAL SUPPLIES

2. An electrical socket for a 200-volt a.c. supply for the testing of the E.C.M. equipment is situated on the starboard underside of the rear fuselage just forward of the E.C.M. compartment access doors. When the ground supply cable is connected, it must be supported by attaching the harness hook to the bracket provided with the socket.

3. In the enlarged rear fuselage for the E.C.M. equipment, the number of ground servicing lights in the rudder powered

flying controls compartment is increased to two and four are provided in the E.C.M. compartment.

PNEUMATIC SYSTEM - TAIL WARNING

WARNING...

Fatal accidents have occurred due to the mistaken use of cylinders containing oxygen, etc., when charging air systems. It is emphasized that compressed air cylinders are painted light grey and cylinders of any other colour must not be used (A.P.1464G, Vol.1, Part 2, Sect.5 refers).

4. The two cylinders of the tail warning pneumatic system are charged through an A58 or DC22 charging valve located with a pressure gauge on the air charging panel on the port side of the aft end of the rear fuselage. Access to the charging point is by removal of a louvre access panel. The correct charging pressure is 3,000 p.s.i.

CHARGING OF THE V.C.C.P.

5. Detailed instructions for the charging of the vapour cycle cooling pack are given in Sect.3, Chap.16 of this Book. An access panel is provided in the centre panel of the condenser air intake through which the charge line can be passed and connected to the servicing valve on the liquid receiver.

TOPPING THE WATER/GLYCOL SYSTEM

6. Detailed instructions for the filling and bleeding of the water/glycol system are given in Sect.3, Chap.16 of this Book. Fluid level may be checked at the sighting glass on the system reservoir and if topping up only is necessary, this can be carried out by connecting a replenishing can, (Ref.No.4G/5378), by a reducing adapter, (Ref.No.4G/5795) supplied with

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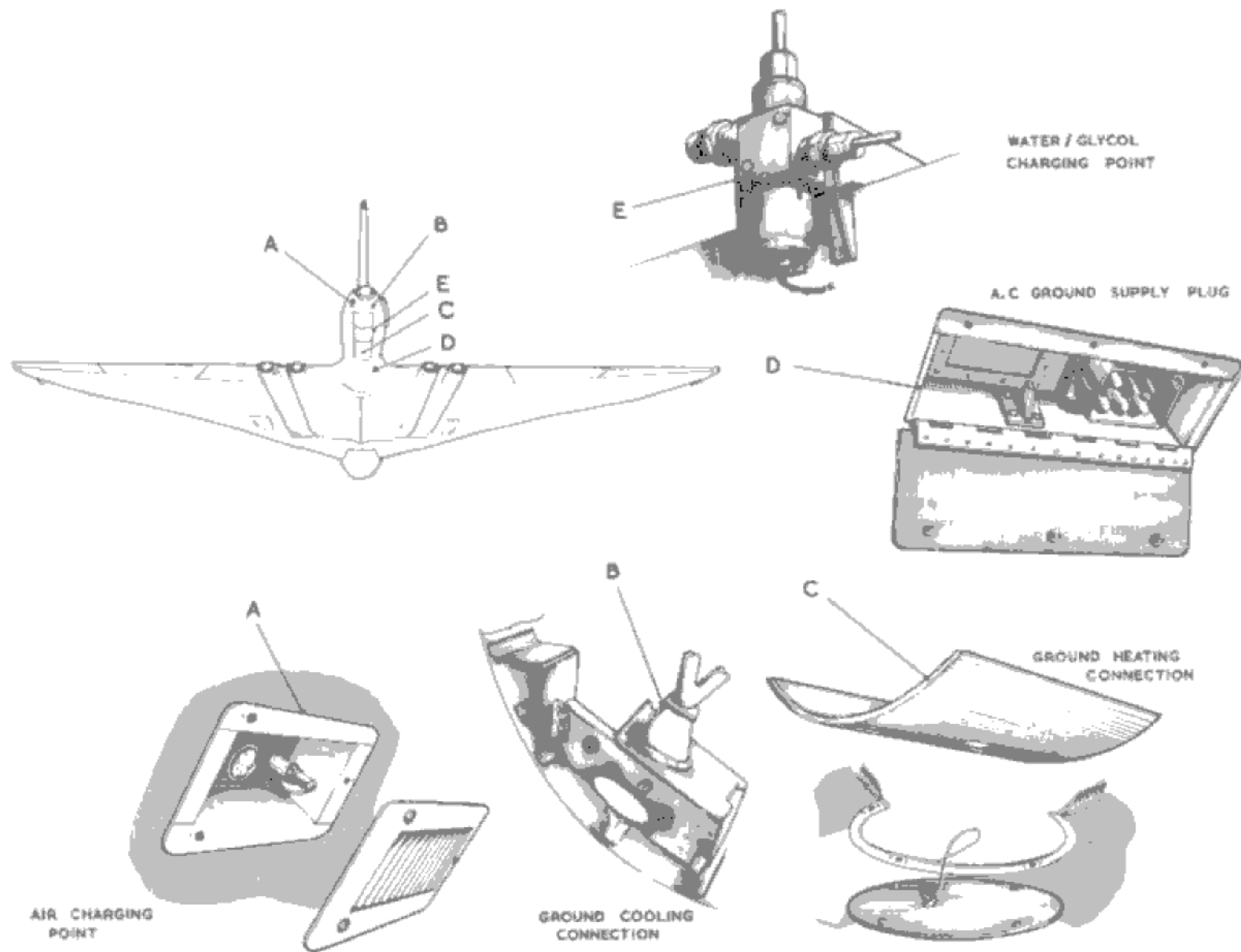


Fig.1. Location and details of servicing points

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the can and an Avery coupling (Part No. AVA.1186A) to the charging valve and replenishing the water/glycol until it escapes from the overflow outlet.

NOSE-WHEEL SHOCK-ABSORBER

7. The method, of obtaining the correct nose-wheel shock-absorber extension in

relation to the static ground load on the nose-wheel units, is the same as that given in Sect.2, Chap.2 but with reference to fig.2 of this chapter.

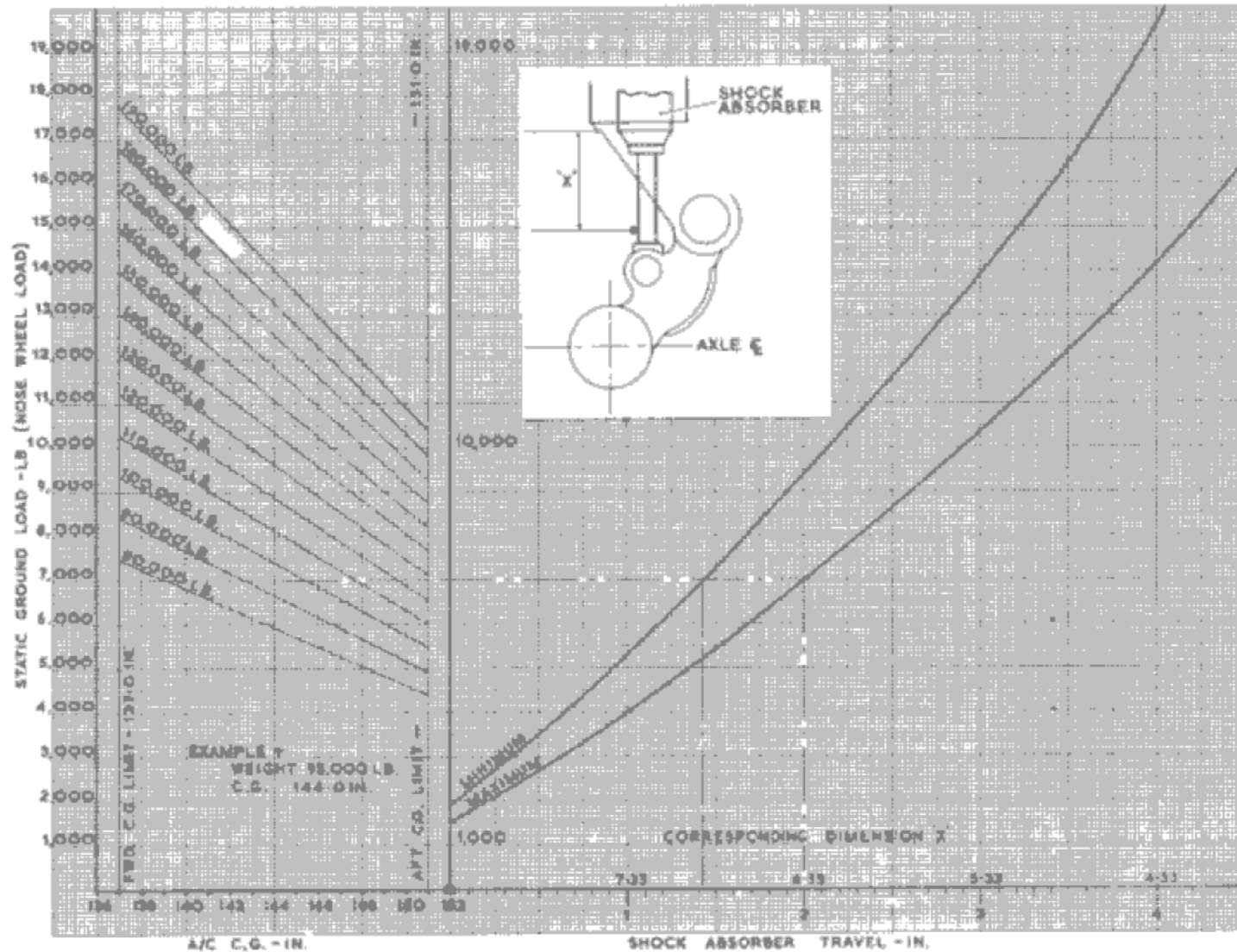


Fig.2. Nose-wheel unit static load/deflection curve

(Additional Information)

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MAIN-WHEEL SHOCK-ABSORBER

main-wheel unit shock-absorber extension in relation to the static ground load on the main-wheel unit, is the same as that given

in Sect.2, Chap.2 but with reference to fig.3 of this chapter.

8 The method, of obtaining the correct

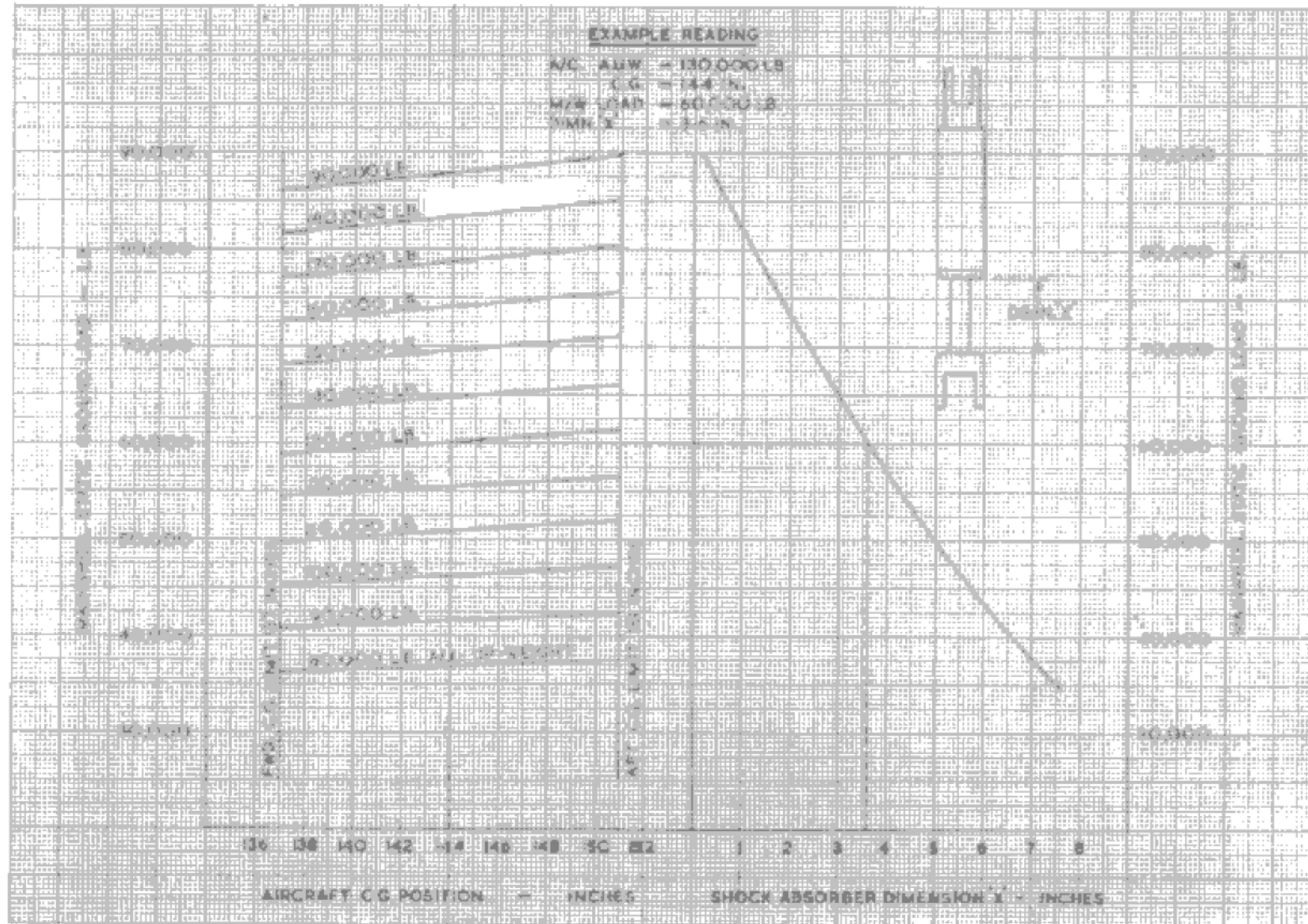


Fig.3. Main-wheel unit static load/deflection curve
(Additional information)

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