

Chapter 3

GROUND HANDLING

WARNING...

Before leaning into, or entering, the cockpit, refer to the LETHAL WARNING card at the beginning of this book.

CONTROL LOCKS

Alighting gear

1. Locking of the main undercarriages is effected by inserting a quick-release pin, Ref.No.26DK/95032, into a hole in each down-lock jack. Locking of the nose undercarriage is provided by a clamp-type ground lock Ref.No.26DK/95711. Neither lock is carried aboard the aircraft.

Flying controls

2. There is no necessity for control surface locks as the controls are irreversible.

COVERS

3. Covers and blanking plugs are not carried aboard the aircraft. If the aircraft is not under cover, the canopy seal must be kept inflated to prevent ingress of water to the cockpit and visual inspections of the seal (and, if necessary, re-inflation of the air-storage bottle (para.4)) must be carried out at regular and frequent intervals.

4. The aircraft is equipped with an air-storage bottle the purpose of which is to maintain canopy seal inflation against loss due to leakage, and to provide a reserve of compressed air for the opening and closing of the canopy without the necessity to recharge the system each time this operation is effected; the reserve is sufficient to allow five such openings and closings. The bottle can be recharged to as high a pressure as is obtainable by using tyre-inflating pump Ref.No.4G/3743 together with adapter Ref.No.26DK/95369. The bottle-charging point and system pressure gauge are behind access panel 21P; a reducing valve in the system restricts the seal pressure to 8 lb/in².

JACKING

5. It is not practicable to effect individual wheel-unit jacking in the absence of the special-to-type brackets which, although provided, are not carried aboard the aircraft. An 8-ton jack Ref.No.4Q/1309 with adapter Ref.No.4Q/2663 is used for both nose and main-wheel units.

RESTRICTED

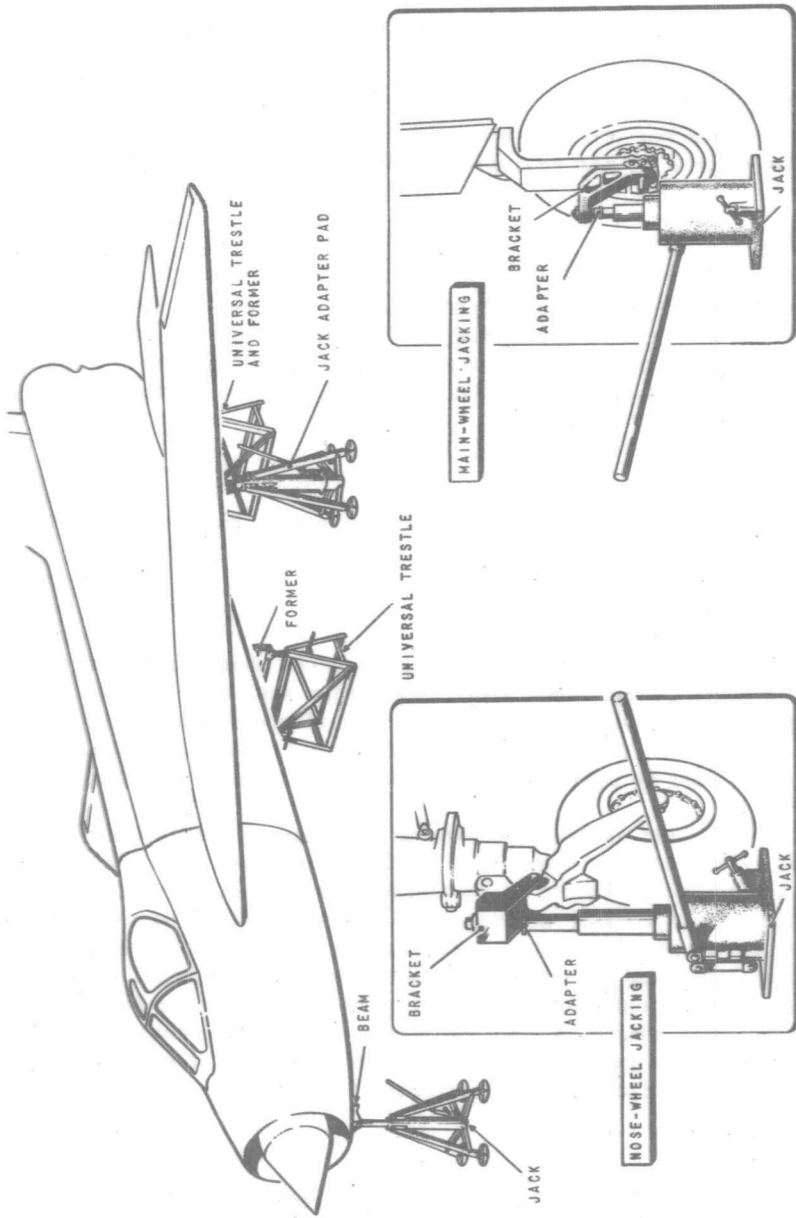


Fig. 1. Jacking and trestling

PICKETING

6. Picketing in conditions of wind velocity up to 60 knots is not necessary. In conditions exceeding these the aircraft should be placed under cover, as picketing is impracticable without the aid of special-to-type equipment. In no circumstances should the aircraft be left without cover unless the canopy seal is inflated (*para. 3 and 4*).

TOWING

7. Both forward and backward methods of towing require the use of special-to-type equipment which is not normally carried aboard the aircraft. The cockpit must always be occupied during towing and a minimum of 2000 lb/in² hydraulic pressure must be available for braking.

WHEEL/TYRE CHANGING

8. Wheel removal necessitates the use of special-to-type wheel retaining nut extractors which are not carried aboard the aircraft.

