

GROUP 3.C
MECHANICALLY OPERATED INSTRUMENTS

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Equipment employed

1. The mechanically operated flying instruments employed in this aircraft are listed below, together with the relevant Air Publications to which reference should be made for detailed descriptions and servicing information.

Standby compass, Type E.2A	<i>A.P.1275B, Vol. 1, Sect. 10</i>
Clock, Mk. 4	<i>A.P.1275A, Vol. 1, Sect. 19</i>
Accelerometer, Mk. 2	<i>A.P.1275A, Vol. 1, Sect. 12</i>
V.G. Recorder	<i>A.P.1275A, Vol. 1, Sect. —</i>

Introduction

2. 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 and the location and access to all the instruments and their associated equipment is given in Group 1.C. Detailed information on the standard components used will be found in the relevant Air Publications (*listed in para. 1*).

DESCRIPTION**Standby compass**

3. A standby compass, for use if the gyro compass installation (*Group 3.B*) fails, is mounted on a bracket attached to the gun-sight mounting structure just above the starboard side of the centre instrument panel.

Clock

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

Accelerometer

5. The accelerometer which is a MK2 instrument, is installed on the starboard instrument panel.

V.G. Recorder

6. Provision has been made for the installation under the battery platform of a Peruvian Service fitted V.G. recorder, which may be tapped into the pressure and static pipelines of the pressure head installation (*Group 3A*) after the removal of the two drain traps at frame 18.

SERVICING**General**

7. Full particulars of the standard testing and servicing procedures for the instruments

described in this Group are given in the relevant Air Publications (*listed in para. 1*).

REMOVAL AND ASSEMBLY**General**

8. The removal of the instrument panels carrying the flying instruments is described in Group I.B. Once access has been obtained, the removal of the instruments from the panels should present no difficulties.

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