

GROUP 5.A

GAUGES AND INDICATING INSTRUMENTS

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Equipment employed

1. The miscellaneous gauges and indicating instruments employed in this aircraft are listed below, together with the relevant Air Publications to which reference should be made for a detailed description and the necessary servicing required to maintain them in an efficient condition.

Demand regulator, Mk. 17 or 17B	}
Oxygen pressure gauge, Mk. 3 (<i>contents</i>)	
Brake pressure gauge, ACO.9719	
Pressure gauge, Mk. 14KK (<i>emergency air</i>)	
Pressure gauge, Mk. 14LL (<i>hydraulic front fuselage</i>)	
Pressure gauge, Mk. 14LL (<i>elevator accumulator</i>)	
Pressure gauge, Mk. 14LL (<i>u/c and flaps</i>)	
Pressure gauge, Mk. 14KK (<i>anti-g</i>)	

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Introduction

2. This Group contains a description of the various instruments installed in this aircraft, which cannot be included with those in the other groups of this Chapter. For a general description of the aircraft instrument installation as a whole, reference should be made to Group 1.A. 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

Oxygen regulator and pressure gauge

3. The demand regulator is located at the forward end of the cabin starboard shelf and is used to control the oxygen installation. The controls consist of an ON/OFF valve, an air cut-off lever and an emergency toggle switch, together with a combined flow and blinker indicator. The operation of the regulator is fully automatic and once turned on supplies oxygen in accordance with the pilot's demand from sea level to 50,000 feet.

The oxygen pressure gauge is situated at the bottom of the starboard instrument panel just above the regulator. It is provided to indicate the contents of the oxygen cylinders. The oxygen system is described in detail in Sect. 3, Chap. 10 and a full description of the regulator and pressure gauge will be found in the relevant Air Publications (*listed in para. 1*).

Hydraulic pressure gauges and warning lamp

4. The hydraulic pressure gauges are all mounted on the port side of the cabin and consist of a brake pressure gauge and two air pressure gauges for the undercarriage and flap emergency system, together with a gauge for the brake accumulator. The aircraft is fitted with a brake pressure gauge of the triple type. The instrument is located at the forward end of the cabin port shelf and indicates the pressure applied to each brake and that available in the hydraulic system. The undercarriage and flap emergency air pressure gauges are situated at the rear portion of the cabin port shelf together with the gauge indicating the pressure in the brake accumulator. The brake accumulator gauge is provided with a label indicating that the brakes will not operate at a pressure below

750 p.s.i. A warning lamp to indicate hydraulic system failure is also provided and this is mounted on the port instrument panel. The hydraulic system and the emergency air system are both described in Sect. 3, Chap. 6, while the hydraulic failure warning lamp circuit is covered in Sect. 5, Chap. 1, Group D.2.

Anti-'G' system pressure gauge

5. A gauge, to indicate the pressure in the anti-'G' air bottles, is located on a bracket attached to the fuselage structure above the cabin starboard shelf. The anti-'G' system is described in Sect. 3, Chap. 13.

Alighting gear indicator and warning lamp

6. These are both mounted on the port instrument panel and a full description, together with a routing and theoretical diagram of the circuit is given in Sect. 5, Chap. 1, Group D.8.

Warning lamps and indicators

7. Apart from the warning lamps and indicators described in the Groups of this Chapter, various other lamps and indicators

are also provided and description of these, together with routing and theoretical diagrams of the circuits will be found in the appropriate Groups of Sect. 5, Chap. 1.

SERVICING

General

8. The necessary servicing required to maintain the oxygen regulator and the pressure gauges described in this Group in an efficient condition and the standard serviceability tests, which should be applied, including the equipment to be used and the method of conducting the tests is contained in the appropriate Chapters of A.P.1275A. Vol. 1.

REMOVAL AND ASSEMBLY

General

9. Once access has been obtained the removal of the components described in this Group should present no difficulties, *but care must be taken to observe the safety recommendations given in Sect. 3, Chap. 6, 10 and 13*, to ensure that no damage to the aircraft or injury to personnel occurs when carrying out these operations.

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