WARNINGS

EJECTION SEAT

1. Ejection seats and canopy jettison mechanisms are sources of potential danger to personnel and of damage to the aircraft. Serious injury *(possibly fatal)* may result if any firing mechanisms are inadvertently operated whilst the aircraft is on the ground.

2. The following instructions are to be obeyed:-

R.N. Safety precautions contained in A.P.(N) 140 - Naval Aircraft Maintenance Manual.

R.A.F. ALL PERSONNEL before entering the cockpit or cabin of an aircraft fitted with an ejection seat are to report to the N.C.O. immediately in charge of airframe servicing who is to ensure that all safety pins *(or other safety devices)* are correctly positioned to render the seat and canopy jettison firing mechanisms safe. On completion of servicing, tradesmen are to report to the N.C.O.

3. Full instructions for rendering the firing mechanisms safe are contained in the A.P.4288 and A.P.(N) 1023 series, in Aircraft Servicing Schedules, and in the A.D.5037 series.

H.E. IGNITION UNITS

1. In certain circumstances the energy stored in the capacitors embodied in the H.E. ignition units may be of a lethal nature.

2. As a safety precaution, it is essential after disconnecting the L.T. plug to wait for at least one minute before handling the unit.

ELECTRICAL INSTALLATION

The 200-volt, 3-phase a.c. electrical system of this aircraft is a source of potential danger to personnel, and may cause serious shock or death if safety precautions are not observed.

ARMAMENT INSTALLATIONS

1. The ARMAMENT SAFETY BREAK plug *(access panel 25P)* must be removed and stowed immediately following engine shut-down after every flight, and must remain stowed - except during certain armament electrical tests - until just before flight.

2. The ventral tank release handle incorporates the guided weapon jettison switch. When a guided weapon pack is fitted the ventral tank must not be fitted or removed until the ARMAMENT SAFETY BREAK plug is removed.

ARMAMENT ELECTRICAL SAFETY ARRANGEMENTS

1. The following is a brief description of the basic armament electrical safety arrangements of the aircraft, together with details of their application. The armament electrical circuit is protected against accident by two basic safety arrangements. These are:-

(a) A SAFETY RELAY, which will not operate until alighting gear UP has been selected.

(b) An ARMAMENT SAFETY BREAK, which must be left in the stowed position until just before flight, and removed immediately after shut down *(for circuit testing, refer to para.3)*.

(continued overleaf)

ARMAMENT ELECTRICAL SAFETY ARRANGEMENTS - *continued*

A GROUND ARMING LINK KEY is provided as an item of ground equipment, for use when it is necessary to test the armament circuits.

Application of the ARMAMENT SAFETY BREAK and the GROUND ARMING LINK KEY

2. The circuits are affected by use of these items as follows:-

(a) With both the ARMAMENT SAFETY BREAK and the GROUND ARMING LINK KEY inserted all the armament circuits are operative.

(b) With the ARMAMENT SAFETY BREAK inserted and the GROUND ARMING LINK KEY removed, there is a supply to the EJECTOR RELEASE UNITS and to the P.A.S. GUNSIGHT SUPPLY RELAY.

(c) With both the ARMAMENT SAFETY BREAK and the GROUND ARMING LINK KEY removed, the whole of the armament circuit is inoperative. ▶◀

Preparation of the aircraft for armament circuit tests

3. In preparation for these tests, the ARMAMENT SAFETY BREAK and the GROUND ARMING LINK KEY must be inserted. Before doing so, it is essential to ensure that:-

(a) The guns are unloaded and their electrical supply plugs disconnected.

(b) All but dummy Firestreak rounds are off-loaded or made safe by replacement of the firing links in the missile bodies by the safety plugs. These are stowed in the missile pack and are accessible on removal of a quick-release panel on each side.

(c) Ejector Release Unit safety plugs are fitted in the breech end of the units in replacement of the electrical supply plugs.

Note...

The Ejector Release Unit safety plugs must be fitted immediately after engine shut-down and must remain in position whether or not the guided-weapon pack is fitted to an aircraft. They are to be replaced by the electrical supply plugs just before flight. ◀▶

4. On completion of the circuit tests, the ARMAMENT SAFETY BREAK must be stowed and the GROUND ARMING LINK KEY removed.

A.I. RADAR

◀

Emission of microwave radiation from the A.I. equipment constitutes a hazard to personnel working within a radius of 20 feet forward of the radome.

Radar tradesmen must ensure that a semi-circular area of 25 feet radius in front of the aircraft is roped off and that KEEP CLEAR notices are displayed prior to and during testing of the radar equipment in the radome.

On no account must the A.I. radar equipment be switched on inside the hangar as this may cause damage to the receiver unit.

CANOPY SAFETY LOCK

The safety lock must always be fitted to the canopy jack when the canopy is to remain open during servicing. ▶

NOTE TO READERS

The number of this publication was changed from A.P.4700A (F Mk.1 aircraft) to A.P.4700A & F (F Mk.1 and F Mk.1A aircraft) by A.L.No.12, but leaves have not been re-issued solely to effect this change to page captions.

The coded system of A.P. reference numbering is now applied to this publication by A.L.No.94, as follows:-

101B-1001-1A (formerly A.P.4700A & F, Vol.1, Book 1)
101B-1001-1B (formerly A.P.4700A, Vol.1, Book 2)
101B-1001-1C (formerly A.P.4700F, Vol.1, Book 2)

New leaves issued subsequently to the introduction of the code reference will bear the coded Air Publication number: the reference caption of existing leaves will be amended only when the leaves are re-issued.

The subject matter of this publication may be affected by Defence Council Instructions, Servicing schedules (Volume 5), or 'General Orders and Modifications' leaflets in this A.P., in the associated publications listed overleaf, or even in some others. If possible, Amendment Lists are issued to correct this publication accordingly, but it is not always practicable to do so. When an Instruction, Servicing schedule or leaflet contradicts any portion of this publication, the Instruction, Servicing schedule or leaflet is to be taken as the overriding authority.

The inclusion of references to items of equipment does not constitute authority for demanding the items.

Each leaf, except the original issue of preliminaries, bears the date of issue and the number of the Amendment List with which it was issued. New or amended technical matter will be indicated by triangles positioned in text thus:- ◀----▶ to show the extent of amended text, and thus:- ▶--◀ to show where text has been deleted. When a Section or Chapter is issued in a completely revised form, the triangles will not appear.

If more than one copy of this publication is held, each set of covers should be given a copy number and kept together.

LIST OF ASSOCIATED AIR PUBLICATIONS AND AIR DIAGRAMS

	A.P.
Aircraft, R.A.F., engineering... ...	101A or 1464D series
A.I. Mk.23, A.R.I.5897	...2892K
Armament servicing and testing equipment	110T or 4483A series
Avon Mk.20901, 21001 and 21101 series engine change units	102C-1509/10/11
Cameras and accessories, air	112P or 1355C series
Cine cameras and accessories	112P or 1355D series
Combustion starters for aero engines	103D or 1181B series
Ejection seats and escape equipment...	109 or 4288 series
Electrical manual...	113 or 4343 series
Explosives operated release and ejector units	110G or 1664E series
Fire detection, prevention, suppression and extinguishing equipment	...107E series
Firestreak weapon system	118B or 4742 series
Fuel system components	103B or 4282A series
Ground. equipment, R.A.F., engineering	119F or 1464G series
Ground servicing equipment, data book	...4306A
Guns, Aden 30 mm	110J or 1641S series
Hydraulic and undercarriage equipment - British Messier...	104 or 1803T series
Hydraulic and undercarriage equipment - Electro Hydraulics	104 or 1803F series
Hydraulic and undercarriage equipment - miscellaneous	104 or 1803P series
Hydraulic equipment - Dowty	105 or 1803D series
Hydraulic. equipment - Dowty Rotol ...	105 or 1803U series
Hydraulic equipment - Dunlop	105 or 1803S series
Hydraulic equipment - Integral ...	105 or 1803J series
I.F.F..Mk.10 (airborne) A.R.I.5848	114J-0101
I.L.S. airborne equipment (A.R.I.18011)	116B-0408
Instrument manual - general instruments	112G or 1275A series
Instrument manual - navigation instruments	112G or 1275B series
Instrument manual - oxygen equipment	107D or 1275G series
Instrument test and calibration, data book ...	112T-0001
Integrated flight instrument and control systems	112 or 4685 series
Manually-operated release units	...1664A
Master reference gyros Mk.1 and power failure unit	112B-0304
Missile storage, preparation, transportation loading and off-loading procedures	110A or 2852B series
Mk.5 F.T. compass and altitude indicator, F1 series...	112B-0305

	A.P.
Parachutes and parachute harness ...	108 or 1182A series
Pilot's attack sight Mk.1	112E-0003
Pneumatic equipment - Dunlop	105 or 4303B series
Pneumatic equipment - Hymatic... ...	105 or 4303C series
Pneumatic equipment - Teddington ...	105 or 4303E series
Pneumatic equipment - miscellaneous...	105 or 4303Z series
Powered flying control units and equipment - Hobson	105D-0405
Pressure-cabin testing trolley ...	119F or 2306G series
Pressure equipment - aircraft... ...	119F or 4511 series
Pressurizing and air-conditioning equipment...	107B or 4340 series
Rocket installation, sighting and ammunition	110C or 2802A series
Rotol accessory.gearbox and drives ...	110C or 2240A series
Stand-by U.H.F. transmitter-receiver (A.R.I.23057)	116D-0110
Tacan (A.R.I.18107)	116B-0304
Tanks, rigid, aircraft	106B or 4117A series
Telebriefing..(A.R.I.18012 and F.G.R.I.18013) ...	116N-0301
U.H.F. multi-channel transmitter-receiver (A.R.I.18124)	116D-0134
U.H.F. homing installations (A.R.I.18120 series)	116B-0301
Undercarriage equipment - Dowty-Rotol .104 or 1803V series	
V.H.F. transmitter-receivers and associated equipment...	116D-0118
Wheels, tyres and brakes, aircraft ...	104 or 2337 series

	A.D.
Lubrication...	101B-1001/1A-D1
Flying controls	101B-1001/1A-D2
E.C.U. installation	101B-1001/1A-D5
Fuel system...	101B-1001/1A-D4
Gun installation	...7054G
Hydraulic system	101B-1001/1A-D3
Electrical installation, Mk.1 aircraft ...	101B-1001-D12
Electrical installation, Mk.1A aircraft ...	101B-1001A-D12
Emergency controls	101B-1001/1A-D8
Access panels	...7054P
Canopy mechanism and lubrication ...	... 101B-1001/1A-D17
Pressurizing and air conditioning ...	... 101B-1001/1A-D10
Jet efflux	101B-1001/1A-D6
Electrical location, Mk.1 aircraft ...	... 101B-1001/1A-D13

LAYOUT OF

◄ LIGHTNING F MK.1 and F MK.1A AIRCRAFT PUBLICATIONS

A.P.101B-1001-1A A.P.101B-1001-1B A.P.101B-1001-1C	... ... General and technical information
A.P.101B-1001-2	... ... General orders and modifications
A.P.101B-1001-3A (MK.1) A.P.101B-1001A-3A (MK.1A)	... ... Schedule of spare parts
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A.P.101B-1000-6	... ... Repair and re-conditioning instructions
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A.P.101B-1001-16	... ... Operating data ►

PREFACE

Because of the volume of the information given, A.P.1018-1001-1 is issued as three books, the breakdown being as follows:-

A.P.1018-1001-1A

Introduction

Leading Particulars

Section 1 - Controls and exits

Section 2 - Ground handling and preparation for flight

Section 3 - Airframe

Section 4 - Power unit installation

Section 5 - Armament installation

A.P.1018-1001-1B and A.P.1018-1001-1C

Introduction

Leading Particulars

Section 6 - Electrical installation

Section 7 - Instrument installation

Section 8 - Wireless installation

Section 9 - Radar installation

A.P.101B-1001-1A
A.L.129, Nov.73

CONTENTS

LUBRICATION

Oil and grease reference numbers, and N.A.T.O. code numbers are printed on this marker card to avoid repetition throughout the book.

General symbols


Gun lubrication


Pre-packed bearings


Lubrication unnecessary, e.g. Oilite bearings


Oilcan lubrication


Lubricated on assembly

Nomenclature	Reference No.	N.A.T.O. Code No.
Oil, OX-14 (2 oz)	34B/9100589	O-147
Oil, OX-14 (½ pint)	34B/9100590	O-147
Oil, OX-38 (1 gal)	34B/9100591	O-149
Oil, OX-320	34D/2202126	O-218
Grease, XG-250	33H/9424829	S-736
Grease, XG-271 (4 oz)	34B/9100510	G-382
Grease, XG-273	34B/9423151	G-357
Grease, XG-276	34B/9425139	G-353
Grease, XG-277 (1 lb)	34B/9100514	G-359
Grease, XG-277 (7 lb)	34B/2202322	G-359
Grease, XG-284 (1 lb)	34B/9439321	G-366
Grease, XG-284 (7 lb)	34B/1460	G-366
Grease, XG-284 (28 lb)	34B/2202310	G-366
Grease, XG-287 (2 oz)	34B/2241973	G-354
Grease, XG-287 (28 lb)	34B/2241861	G-354
Grease, XG-300 (2 oz)	34B/2201013	G-372
Grease, XG-315	34B/2204466	G-394
Grease, ZX-13	34B/9100528	S-720
Grease, ZX-24 (2¾ oz)	34B/9427802	S-718
Grease, ZX-28G	34B/9437518	S-722
Grease, ZX-28P	34B/1498	S-722
Grease, ZX-30	34B/9440586	-
Grease, (2 oz)	34B/1402	-
Grease, (½ pint)	34B/1408	-

INTRODUCTION

1. Lightning F Mk.1 and F Mk.1A aircraft are single-seat interceptors, of all-metal construction, powered by two fuselage-mounted, straight-flow, turbo-jet engines; the aircraft are capable of supersonic performance in most flight conditions. The leading and trailing edges of the mid-mounted main plane and the slab tail plane are highly swept, as is the leading edge of the single fin. The angle of sweep-back is such that the position of the horn-balanced ailerons on less highly-swept main planes would correspond to the wing tips. Flying controls comprise ailerons, tail plane, rudder, air brakes, and trailing-edge flaps, all power-operated and irreversible. The alighting gear is of conventional tricycle design, the nose undercarriage retracting forward into the front fuselage, and the main-wheel units retracting outboard into the main planes.

2. Apart from a limited use of honeycomb-sandwich panelling, *e.g.* in the rudder and the tips of the fin, tail plane, and ailerons, the structure is orthodox. The fuselage is constructed as two separate units, the front unit containing the pressurized cockpit and engine air-intake duct, and the rear, the engines and jet pipes. The main planes are assembled to the rear part of the fuselage as a single unit prior to final assembly of the complete fuselage. Access to the engines and items of equipment is gained through removable or hinged hatches, and numbered access panels, in the skin.

3. The nose is formed by the circular lip of the single air-intake duct and the fixed conical centre-body which houses the A.I. radar. Aft of the nose, the intake duct dips to pass under the cockpit and then divides to form separate ducts to the two engines; beneath the duct are the nose-undercarriage bay and a removable armament pack. The top of the duct is the lower limit of the pressurized cockpit area, the forward and aft limits being pressure bulkheads. Fixed windscreen panels and a jettisonable 'clam-shell' canopy cover the cockpit, and a dorsal spine, housing miscellaneous equipment, extends aft from the canopy to the leading edge of the fin.

4. The engines are disposed one to the rear of, and above, the other. Their exhaust units are coupled, by intermediate jet pipes of different lengths, to reheat jet pipes which incorporate variable-area propelling nozzles projecting slightly beyond the aft end of the rear fuselage. A compartment in the under-surface of the fuselage, beneath the lower jet pipe, houses the ribbon-type brake parachute which supplements the wheel brakes.

5. The major part of each main plane constitutes an integral fuel tank, of irregular shape, extending almost from the centre-line of the aircraft. Part of the leading-edge structure forms a second fuel tank, and the whole of the flap forms a third fuel tank. Additional fuel can be carried in a jettisonable ventral tank.

6. Each of the three undercarriage units comprises an oleo-pneumatic shock-absorber strut and a single wheel, the strut being lowered and retracted by a hydraulic jack. The nose unit casters through 340° and incorporates hydraulic shimmy damping. All tyres are tubeless, and the main wheels are fitted with hydraulic plate-type brakes and anti-skid mechanisms. Fairings and hydraulically- and mechanically-operated doors close the undercarriage bays to leave the fuselage and main-plane skin contours unbroken when the alighting gear is retracted.

7. The ailerons, tail plane, and rudder are controlled from a control column and rudder bar, movement being transmitted through rods and levers to the control valves of hydraulically-operated powered flying control units which actuate the control surfaces. Because the powered flying control units are irreversible, the pilot's controls are mechanically and hydraulically loaded to simulate control-surface aerodynamic loads. Trimming is effected by electrically-operated linear actuators which displace the relative control loading device. Electro-hydraulic autostabilizer actuators are connected into each control run to impose the demands of the autopilot system on the control surfaces; the autopilot

system provides autostabilization, and allows auto/I.L.S. coupled approaches to be made.

8. Hydraulic power, which operates the flaps, air brakes, armament pack services, and brake parachute compartment doors in addition to services previously referred to, is derived from two pumps on each engine, the four pumps supplying three independent systems. The power supply to the flying-control units is completely duplicated to obviate loss of control should one engine or hydraulic system fail, and accumulators provide a reserve of power for short periods of operation in extreme emergencies. A hand pump is provided for ground servicing purposes.

9. Electrical power is derived from 28-volt d.c. and 200-volt, 3-phase a.c. generators, and service and emergency batteries are also fitted. In the event of failure of the a.c. generator, critical electrical services can be operated at full or slightly reduced efficiency with only d.c. generator output available; these same services, and normal d.c. services, are operable for a limited period by the service batteries if both a.c. and d.c. generators fail.

10. The a.c. and d.c. generators are driven by an air-turbine accessory drive unit powered by air tapped from the engine compressors. Compressor air is also used for cockpit air conditioning and pressurizing, for ventilating, cooling, de-misting, and anti-icing, and as a pressure datum or source of power for other services.

11. Electrically-operated low-pressure transfer and booster pumps deliver fuel from the main and leading-edge tanks to the engine high-pressure pumps, and to air-driven reheat turbo-pumps; recuperators provide the fuel supply during limited periods of negative 'g'. Flap-tank and ventral-tank fuel is automatically transferred to the main and leading-edge tanks by compressed air. All tanks are vented inward and outward, and can be pressure-refuelled from one common refuelling/defuelling point. Flight refuelling facilities are introduced on F Mk.1A aircraft.

12. Wireless and radar installations include V.H.F. radio communication equipment *(Mk.1 pre Mod.177 aircraft)*, U.H.F. radio communication, homer and stand-by *(Mk.1 post Mod.177 and Mk.1A aircraft)* and Telebriefing, I.F.F. Mk.10 *(S.I.F.)*, I.L.S., Tacan and A.I.23.

13. The basic armament, which consists of two 30 mm guns, is supplemented by interchangeable armament packs which contain respectively two guided weapons, or a second pair of 30 mm guns.

14. The pilot's seat is the fully-automatic-ejection type to which are connected, through a personal equipment connector, the anti-G and A.V.S. supplies, the main and emergency oxygen supplies and the tel/mic.

15. A gaseous oxygen system is installed.

LIGHTNING F MK.1A

HYDRAULIC SYSTEMS

Pumps
- *Services system* ..... *Integral Type 180, Mk.50*
- *Controls systems* ..... *Integral Type 220, Mk.37*

Fluid ..... *OM-15 (Ref.No.3A/9100572)*
N.A.T.O. Code No.H-515
Normal working pressure ..... *3000 lb/in²*
Brake pressure ..... *1500 lb/in²*
Capacity (total) ..... *72 pints (pre Mod.1823)*
75 pints (post Mod.1823)
Accumulator pressures ..... *Refer to Sect.3, Chap.6*

AIR SYSTEMS

Air conditioning and pressurization
- *Constant flow valve* ..... *B.A.C. Type EB2.75.4523*
- *Cold-air unit* ..... *de-Havilland RU 45/03*
- *Heat exchanger* ..... *Marston Excelsior D 158/10A*
- *Water boiler* ..... *Marston Excelsior D 695/2A*

Accessory drive equipment
- *Main air turbine* ..... *Rotol ADE 326 (pre Mod.4242 - Mk.1 a/c) (pre Mod.4240 - Mk.1A a/c)*
  Rotol ADE 381 (post Mod.4242 - Mk.1 a/c) (post Mod.4240 - Mk.1A a/c)
- *Gearbox oil* *OX-38*
- *Oil capacity* ..... *3.75 pints*

Reheat pumps ..... *Lucas TP114*
- *Sump oil* *OX-38*

ELECTRICAL SYSTEMS

Types ..... *28-volt d.c. and 200-volt, 3-phase, 400 Hz a.c.*

D.C.
- *Generator* ..... *Type 522 (Ref.No.5UA/7891) (pre Mod.4240/2 - Mk.1A/1 a/c)*
- *Generator* ..... *Brushless Type AE 2519 (Ref.No.5UA/8784) (post Mod.4240/2 - Mk.1A/1 a/c)*

Batteries
- *Main* ..... *One Type J (Ref.No.5J/9496080) and One Type J (modified) (Ref.No.5J/3471)*
- *Emergency* ..... *One 24-volt, 7.0 Ah (Ref.No.5J/2221185) or (Ref.No.5J/1115903)*

A.C.
- *Generator* ..... *Type 162 (Ref.No.5UA/6555) (pre Mod.4240/2 - Mk.1A/1 a/c)*
- *Generator* ..... *Brushless Type AE 2071 (Ref.No.5UA/8783) (post Mod.4240/2 - Mk.1A/1 a/c)*
- *Inverter* ..... *Type 100A*

WIRELESS AND RADAR INSTALLATIONS

- *V.H.F.* ..... *A.R.I.18064 (pre Mod.177 - Mk.1 a/c)*
- *U.H.F.* ..... *A.R.I.18124/1* } *(post Mod.177 - Mk.1 a/c all Mk.1A a/c)*
- *U.H.F. homer* ..... *A.R.I.18120/4* } *(post Mod.177 - Mk.1 a/c all Mk.1A a/c)*
- *U.H.F. stand-by* ..... *A.R.I.23057* } *(post Mod.177 - Mk.1 a/c all Mk.1A a/c)*
- *I.F.F. Mk.10 (S.I.F.)* *A.R.I.5858*
- *I.L.S.* *A.R.I.18011*
- *TACAN* *A.R.I.18107/2*
- *Telebriefing* *A.R.I.18012*

AIRBORNE INTERCEPTION INSTALLATIONS

- *AI 23* *A.R.I.5897/1*
- *P.A.S.*
  - *Display unit* ..... *Mk.1B or Mk.2B*
  - *Controller* ..... *Mk.2 or Mk.2B*
  - *Throttle unit* ..... *Type 2, Mk.1*
  - *Altitude and air speed unit* *Mk.2*
  - *Drying cell* *Mk.2*

INTEGRATED FLIGHT INSTRUMENT AND CONTROLS SYSTEMS

Pressure head ..... *Mk.9A (Ref.No.6A/5999) (pre Mod.4107)*
Mk.9P (Ref.No.6A/10325) (post Mod.4107)

Dynamic flight instrument system
- *Master reference gyro (M.R.G.)* ..... *Mk.1, Type E*

Flight control system
- *Flight control computer* ..... *Type C (Ref.No.6TD/4550018)*
- *Pilot's controller* ..... *Type D (Ref.No.6TD/4550061)*
- *Rate gyro units* ..... *Type B (Ref.No.6TD/4550006)*
- *Autostabilizer amplifiers* ..... *(Ref.No.6TD/4550004)*
- *Actuator, port aileron* ..... *Mk.2 (Ref.No.6TD/4550003)*
- *Actuator, starboard aileron* ..... *Mk.4 (Ref.No.6TD/4550014)*
- *Actuator, rudder* ..... *Mk.3 (Ref.No.6TD/4550011)*
- *Actuator, tail plane* ..... *Mk.1 (Ref.No.6TD/4550012)*

ARMAMENT

Upper gun installation.....*Two 30 mm Aden guns*
Armament pack
Gun pack.....*Two 30 mm Aden guns*
Guided weapon pack.....*Firestreak missiles*

OXYGEN SYSTEM

Gaseous system
Regulator.....*Mk.20A (Ref.No.6D/2295) or*
◀ *Mk.20B (Ref.No.6D/2483) (pre Mod.4418)*
Mk.21B (Ref.No.6D/2383) (post Mod.4418) ▶
Cylinders.....*One 750-litre (Ref.No.6D/9429894)*
One 400-litre (Ref.No.6D/9439448)

CREW SURVIVAL EQUIPMENT

Ejection seat.....*Type 4BS/Mk.1 (Ref.No.27L/50099)*
(pre Mod.4010)
Type 4BS/Mk.2 (Ref.No.27L/50158)
(post Mod.4010)
Parachute and harness.....*Back-type, Mk.28 (Ref.No.15A/936)*
(pre Mod.4010)
Back-type, Mk.45 (Ref.No.15A/1328)
(post Mod.4010)
Survival pack.....*Seat-type, V (Ref.No.27C/2395)*
Emergency oxygen equipment
Cylinder and release mechanism.....*Mk.1 (Ref.No.6D/2284)*
(pre Mod.4190)
Mk.4 (Ref.No.6D/2869)
(post Mod.4190)
Demand regulator.....*Mk.1 (Ref.No.6D/2285)*
Remote pressure gauge and connection.....*(Ref.No.6D/2526)*

BRAKE PARACHUTE INSTALLATION

Brake parachute.....*Type LB2/Mk.2 (Ref.No.15D/791)*
(pre Mod.4149)
Type LB2/Mk.3 (Ref.No.15D/992)
(post Mod.4149)
Cable assembly.....*EF3.83.707 (Ref.No.26DK/34323)*
(pre Mod.4393)
◀ *EF3.83.743 (Ref.No.26DK/1503517)*
(post Mod.4393) ▶