

Chapter I PILOT'S CONTROLS AND EQUIPMENT

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WARNING

The relevant safety precautions detailed on the LETHAL WARNING marker card must always be observed before entering the cockpit or performing any operations upon the aircraft.

Entering the cockpit

1. Entry to the cockpit is gained by climbing a ladder (Sect.2, Chap.4) placed against the port side of the front fuselage (fig.1), and opening the canopy by operating the external controls (fig.2). The ladder pick-up points are indicated by stencilling on the skin, and the canopy external controls are behind a small detachable panel, similarly identified, in the port side of the spine immediately aft of the cockpit. The canopy is opened by first turning the locking handle to the unlocked position, and then operating the adjacent spring loaded toggle switch controlling the canopy jack. The locking handle also controls inflation of the canopy seal. A warning buzzer sounds whenever the canopy switch is operated, and two amber warning lamps - on the windscreen starboard member - are illuminated if the canopy is unlocked. The canopy can also be closed and locked by operation of the external controls.

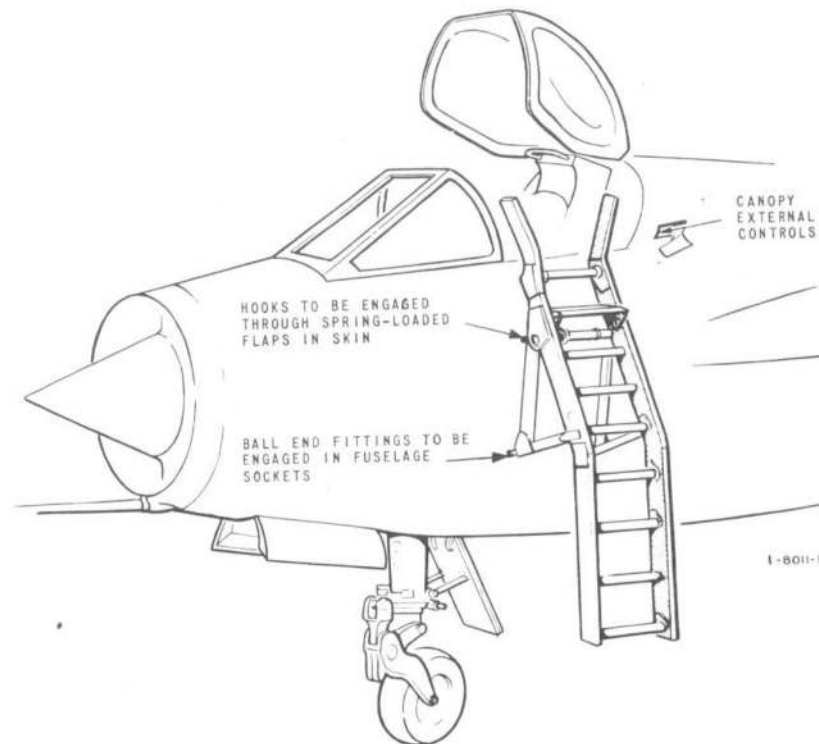


Fig.1. Cockpit access ladder

Note...

If the canopy fails to open when the control switch is operated, the probable cause is low pressure in the services hydraulic system. The pressure can be restored by use of the hand pump (Sect.3, Chap.6). If, after this, the canopy still fails to open refer to Chap.3. ▶

Canopy control from inside the cockpit.

2. The occupant of the cockpit opens or closes the canopy by operating the internal locking handle and its integral canopy-jack control switch (fig.11 and 12). The controls are inter-connected with the external controls (para.1), so that the 'canopy unlocked' and 'canopy moving' warnings are given in the appropriate circumstances. The control switch can only be operated when the locking handle is in the unlocked (up) position.

Pilot's seat (fig.3)

3. A Mk.4BS fully automatic, light-weight ejection seat, together with a back-type parachute and a survival pack, is installed in the cockpit. Features of the seat include:-

(1) A firing handle at the front of the seat pan, for use in circumstances when it is impossible to reach the face-screen firing handle.

(2) Electrically-operated seat adjustment mechanism, controlled by a switch mounted on the starboard side of the seat pan.

(3) 'Go-forward' harness, operated by a control on the port side of the seat pan.

(4) Seat harness manual release, operated by a lever on the port side of the seat pan, enabling the pilot to release the harness from the seat in case of failure of the automatic release mechanism.

(5) Automatic leg-restraining gear.

(6) A personal equipment connector,

EMERGENCY
CANOPY-JACK
RELEASE HANDLE
(SECT.1, CHAP.3)

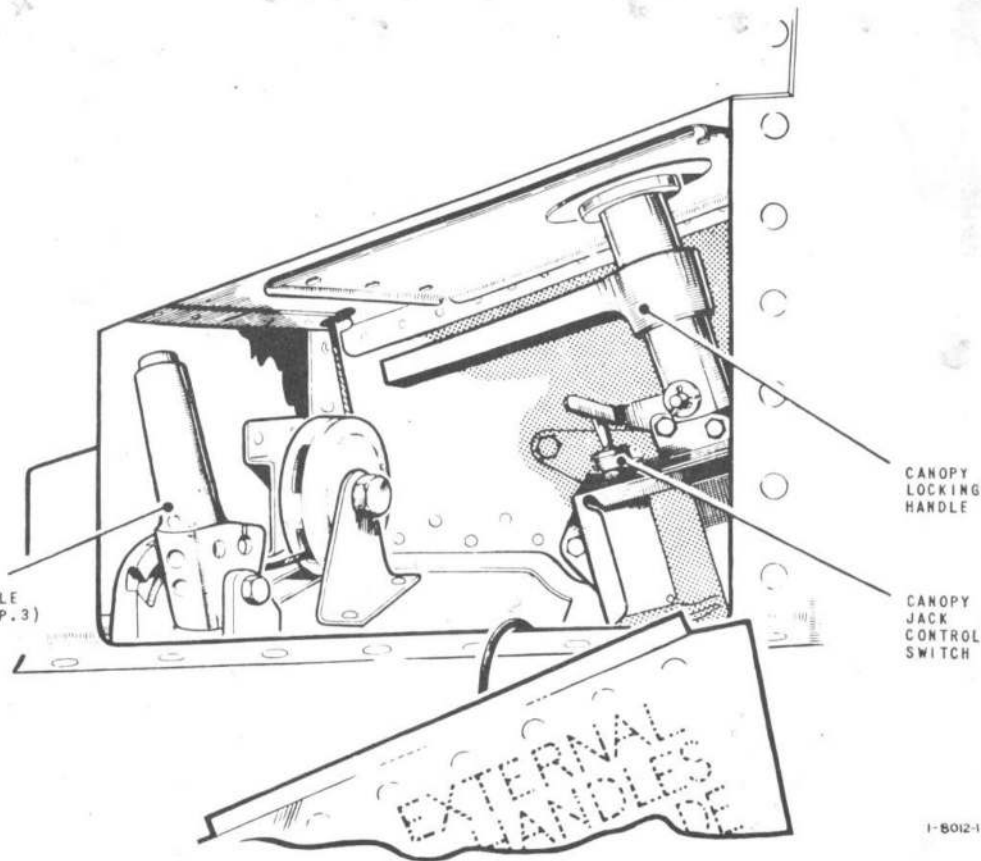


Fig.2. Canopy external controls

mounted on the starboard side of the seat pan, providing simultaneous engagement of the main and emergency oxygen supplies tel/mic. lead, air ventilated suit supply, and anti-g supply.

Rudder pedals, leg reach adjustment (fig.11 and 12)

4. The rudder-bar adjustment mechanism

is unlocked by means of a handle, marked RUDDER BAR ADJUST, located below (F Mk. 1) or above (F Mk.1A) the main instrument panel. Pulling and holding the handle to its full extent allows the pilot to adjust the rudder bar with his feet. Releasing the handle automatically locks the rudder bar in the selected position.

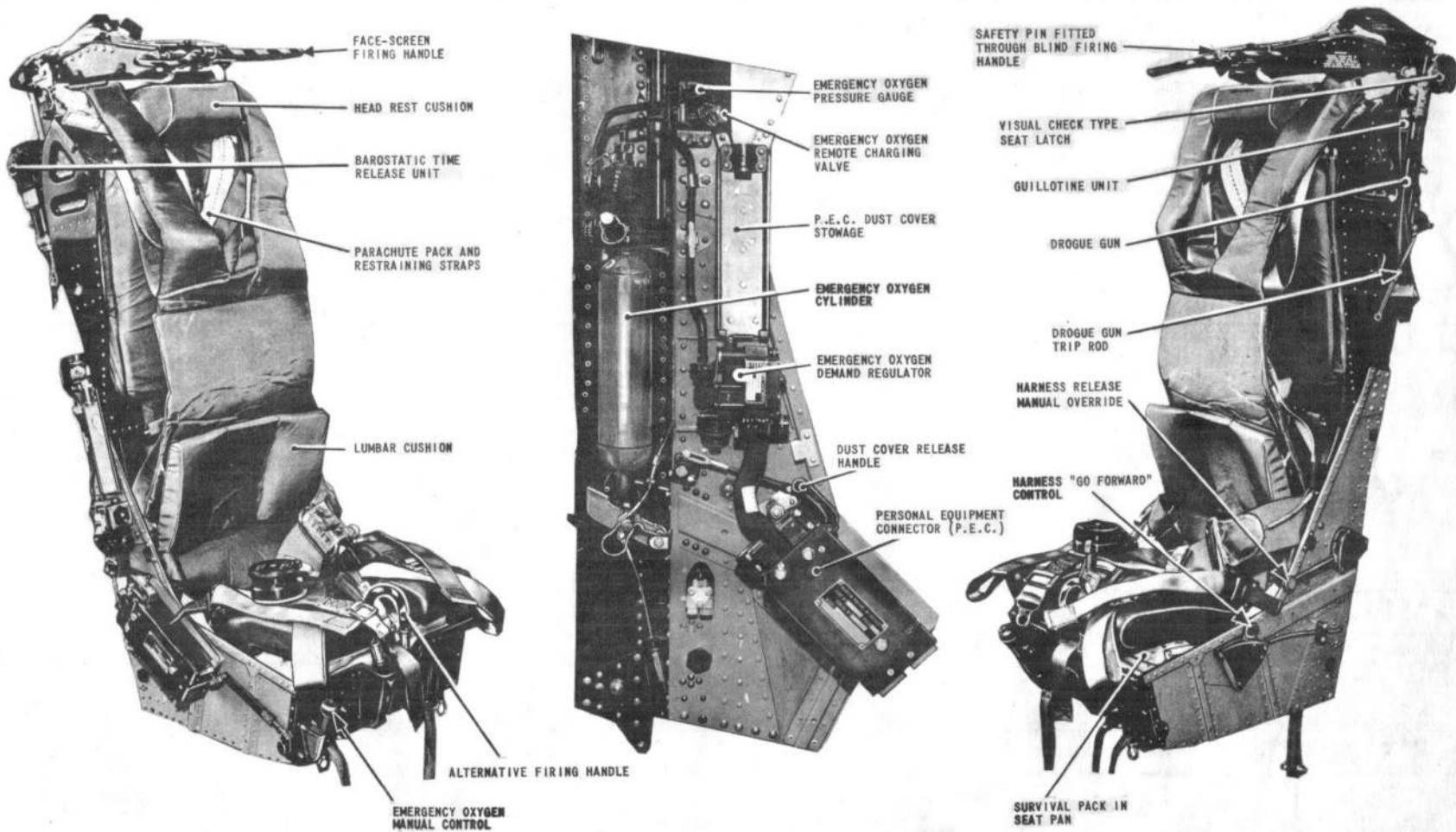


FIG.3. EJECTION SEAT

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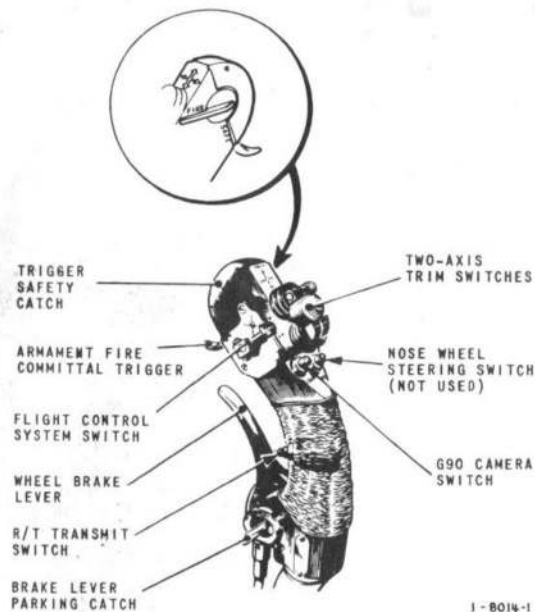


Fig. 4. Control column handle

Note...

On F Mk.1 aircraft post Mod.177 and all F Mk.1A aircraft the handle is above the main instrument panel.

Instrument and control panels (fig.5)

5. The pilot's controls, instruments and indicators are grouped, according to their function, on panels facing the pilot, and on port and starboard consoles. In general, flight and navigational instruments are on the main instrument panel, position indicators on the port instrument panel, and engine gauges and indicators on the starboard instrument panel. Critical-occurrence warning indicators are grouped on the standard warning system indicator unit, above the port console, and most of the

less critical warnings are similarly grouped on the auxiliary warnings indicator panel, above the starboard console.

Engine control unit (fig.6)

6. The engine control unit on the port console has two handles - outboard handle No.1 engine, inboard handle No.2 engine - which slide fore-and-aft to open and close the H.P. cocks and con-

trol the full range of power from idling rev/min to maximum reheat. Adjustable stops prevent unintentional thrust reductions at different points along the control-handle carriage; appropriate stop-release mechanisms allow these stops to be overridden when operated. The inboard handle incorporates a press-to-transmit push-switch, the air-brake control switch and a twist-grip which allows selection of radar or manual control of the P.A.S. system.

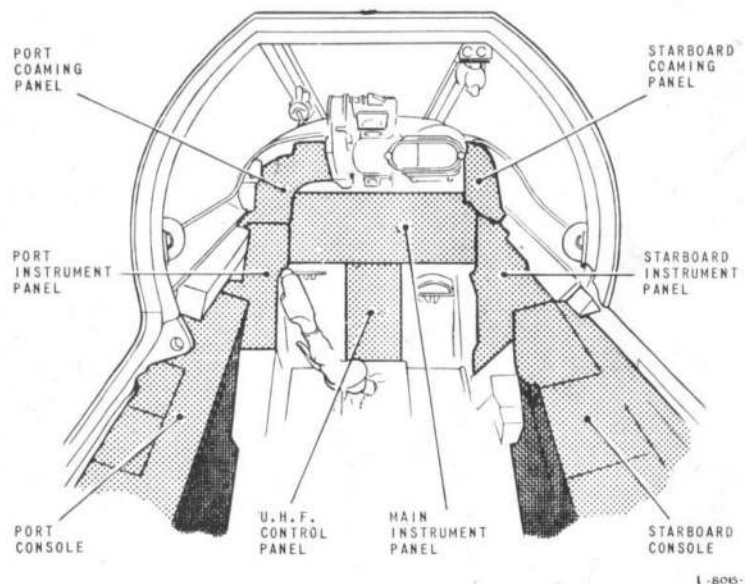


Fig. 5. Disposition of principal instrument and control panels

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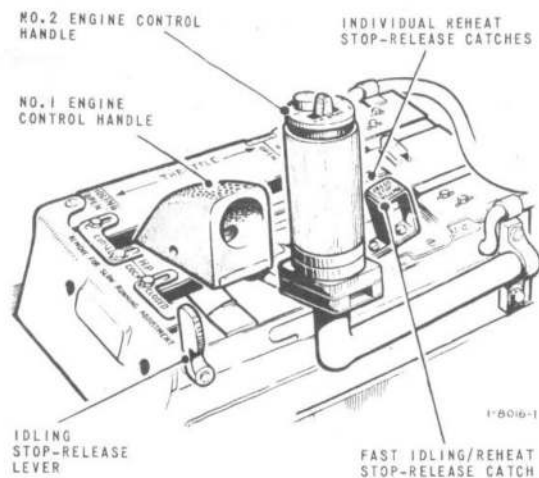


Fig. 6. Engine control unit

Cockpit lighting

7. Normal cockpit lighting consists, in general, of red pillar lamps and bridge lighting for all forward instrument panels, and red floodlights or Plasteck panel lighting for panels and controls to left and right of the pilot's seat. This lighting is controlled by three dimmer switches on the starboard side of the cockpit. Another switch, on the port windscreen shroud controls two high-intensity white lamps which are mounted on the windscreen arch, port and starboard; these lamps enable essential instruments to be read by a pilot suffering from temporary flash blindness, and may be selected BRIGHT, DIM, or OFF. The embodiment of Mod.

2203 (F Mk.1 post Mod.177) introduces a floodlight and a switch, mounted on a swinging arm above the starboard console, and provides illumination to the pilot's note pad or console as required. Emergency lighting is described in Sect.1, Chap.3.

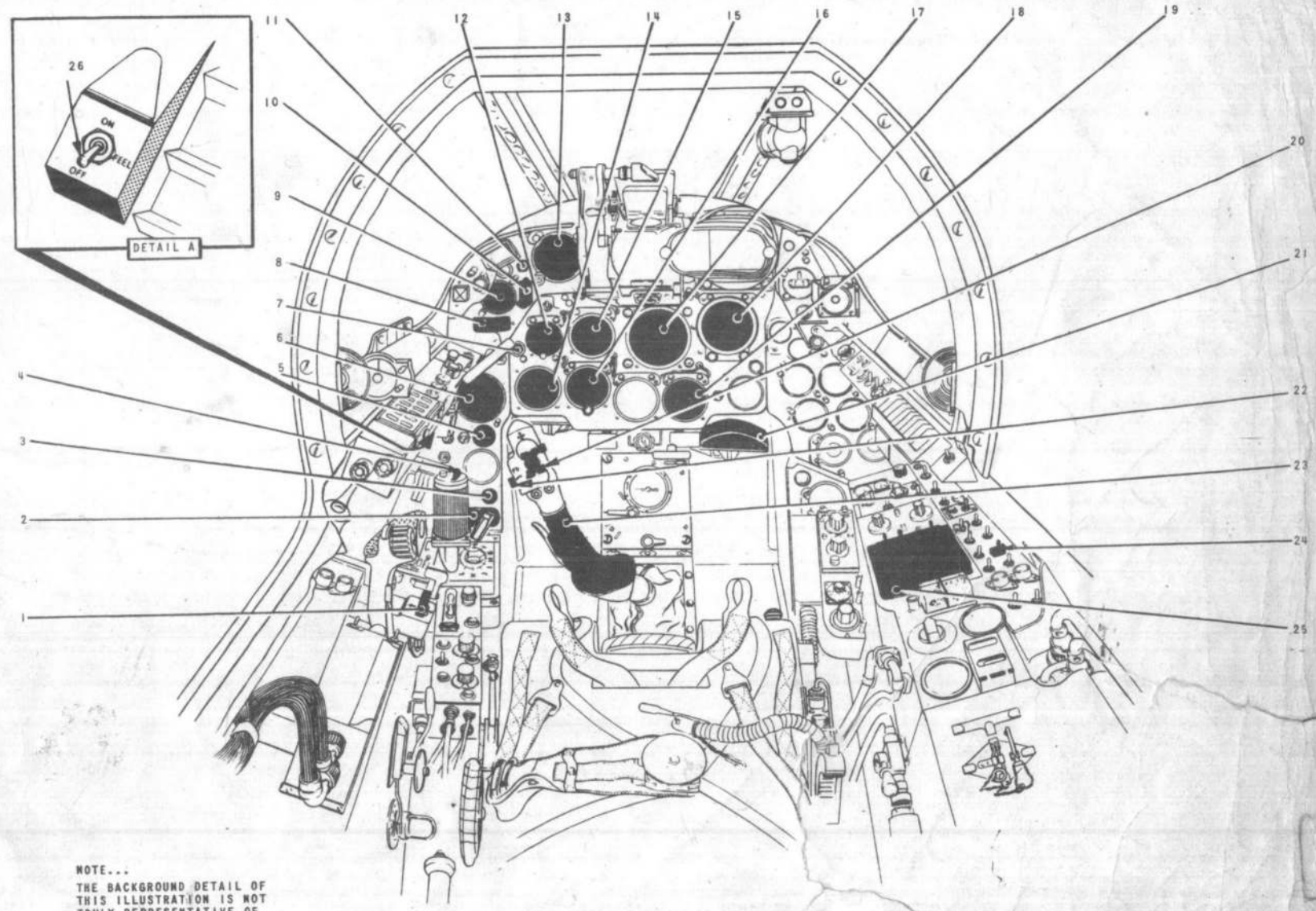
◀ **Hydraulic feel cancellation**

8. Tail-plane and rudder hydraulic feel is controlled by a two-position switch near the alighting-gear selector switch. The switch is left ON in normal flight conditions, but should excessive feel be experienced the pilot can select feel OFF. This does not affect spring feel, which remains operative.

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KEY TO FIG. 7 (FLYING CONTROLS AND INSTRUMENTS - F MK.1 AND F MK.1A)

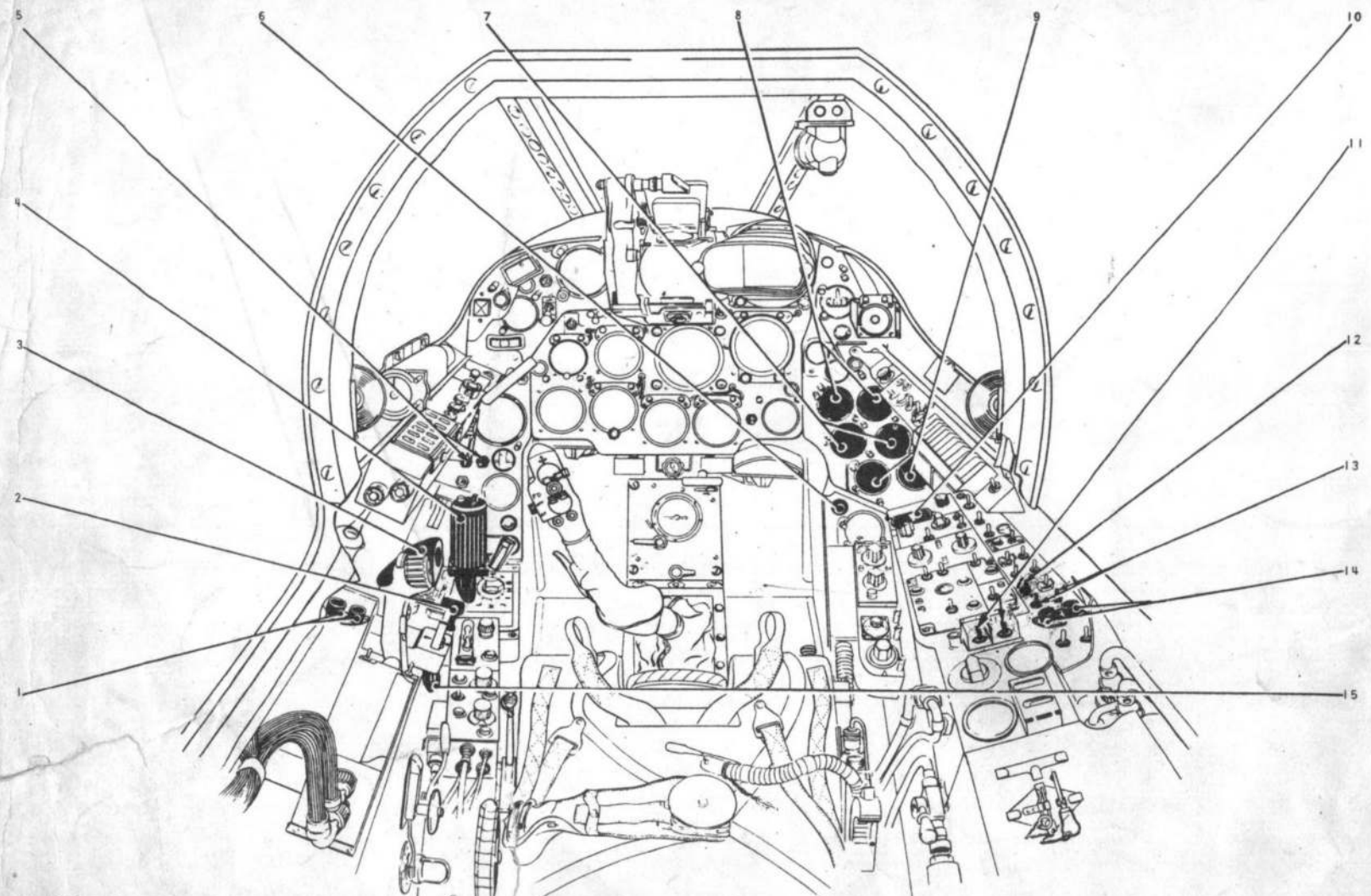
- 1 RUDDER TRIM SWITCHES
Move both switches to port for port rudder, and to starboard for starboard rudder
- 2 FLAPS POSITION INDICATOR
- 3 HYDRAULIC FEEL INDICATOR
Shows white when feel is selected OFF.
- 4 AIR-BRAKE SELECTOR SWITCH
◀ Forward IN, aft-OUT, Spring-loaded to centre position. ▶
- 5 AUTOPILOT TRIM INDICATOR
Indicates magnitude and direction of tail-plane trim applied by autopilot
- 6 CONTROL-SURFACE TRIM AND AIR-BRAKE POSITION INDICATOR
Air brake pointer shows striped presentation when doors are IN and LOCKED
- 7 STANDBY INVERTER INDICATOR
Shows ON when flight instruments are on stand-by supply
If indicator 'blinks', switch item 24 to STANDBY
- 8 SLIP INDICATOR
- 9 ACCELEROMETER
- 10 FLAPS SELECTOR SWITCH
- 11 ARTIFICIAL HORIZON SUPPLY C/O SWITCH
Select EMGY when combined a.c. and d.c. generator failure occurs
- 12 STANDBY ALTIMETER
- 13 ARTIFICIAL HORIZON
- 14 MACHMETER
- 15 AIR SPEED INDICATOR
- 16 ALTIMETER
- 17 ATTITUDE INDICATOR
- 18 COMPASS HEADING INDICATOR
- 19 RATE OF CLIMB AND DESCENT INDICATOR (post Mod.1564)
- 20 TWO-AXIS TRIM SWITCH
Fore-and-aft for pitch, left and right for roll
- 21 RUDDER PEDAL
- 22 FLIGHT CONTROL SYSTEM SWITCH (fig.4)
Forward for flight director, centre OFF, aft for autopilot
(flight director inoperative on Mk.1 aircraft)
- 23 CONTROL COLUMN HANDLE (fig.4)
- 24 STANDBY INVERTER MANUAL CONTROL SWITCH
- 25 AUTOPILOT CONTROL UNIT
- 26 HYDRAULIC FEEL SELECTOR SWITCH (detail A)



NOTE...
THE BACKGROUND DETAIL OF
THIS ILLUSTRATION IS NOT
TRULY REPRESENTATIVE OF
MK.1A AIRCRAFT

FIG. 7. FLYING CONTROLS AND INSTRUMENTS (F MK.1 AND

AMENDMENTS



NOTE...
 BACKGROUND DETAIL OF
 THIS ILLUSTRATION IS NOT
 TRULY REPRESENTATIVE
 OF MK. 1A AIRCRAFT

8. ENGINE CONTROLS AND INSTRUMENTS (F MK.1 AND F MK.1A)

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AMENDMENTS

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KEY TO FIG. 8 (ENGINE CONTROLS AND INSTRUMENTS - F MK. 1 AND F MK. 1A)

- 1 ENGINE RELIGHT PUSH-SWITCHES (NO.1 ENGINE AND NO.2 ENGINE)
- 2 ENGINE SHUT-DOWN LEVER
Push lever forward to release idling stops
- 3 ENGINE CONTROL HANDLE (NO.1 ENGINE)
Controls H.P. cock, engine speed, and reheat
- 4 ENGINE CONTROL HANDLE (NO.2 ENGINE)
Controls H.P. cock, engine speed, and reheat. Additional controls include press-to-transmit push-switch air-brake switch, AI radar/manual ranging control, and combined reheat stop and fast idling stop release catch
- 5 JET-PIPE TEMPERATURE CONTROL SWITCHES (NO.1 ENGINE AND NO.2 ENGINE)
Wire-locked in AUTO position
- 6 VENTRAL TANK NO-FLOW INDICATOR
Shows white when fuel is not transferring
- 7 JET-PIPE TEMPERATURE GAUGES (NO.1 AND NO.2 ENGINE)
- 8 ENGINE SPEED INDICATORS (NO.1 ENGINE AND NO.2 ENGINE)
Percentage reading instruments calibrated to 110 per cent
- 9 FUEL CONTENTS GAUGES (PORT AND STBD)
Flap tank contents are gauged only when fuel is transferring from flap to main tanks
- 10 JET-PIPE NOZZLE INDICATORS (NO.1 ENGINE AND NO.2 ENGINE)
Extremities of yellow arc denote "nozzle closed" and "cruise" position; numerals 1-4 correspond to reheat stages.
- 11 FUEL PUMPS SWITCHES (PORT AND STBD) ✓
Each switch may be selected to feed fuel to either engine
- 12 ENGINE START MASTER SWITCH ✓
Common to both engines
- 13 IGNITION SWITCHES (NO.1 ENGINE AND NO.2 ENGINE) ✓
- 14 ENGINE START PUSH-SWITCHES (NO.1 ENGINE AND NO.2 ENGINE)
- 15 THROTTLE SERVO CONTROL KNOB
Turn clockwise to engage ▶

KEY TO FIG. 9 (OPERATIONAL CONTROLS AND INSTRUMENTS - F MK.1 PRE MOD.177)

- | | | | |
|----|--|----|---|
| 1 | NO.1 V.H.F. CHANNEL SELECTOR | 23 | NO.2 V.H.F. REMOTE CHANNEL INDICATOR |
| 2 | V.H.F. T/R CHANGE-OVER SWITCH | 24 | GUIDED WEAPONS ARMING INDICATOR
After selecting ARMED (item 26) shows blue until guided weapons are ready for firing; flashes if weapons pack a.c. generator fails or if no weapons remain |
| 3 | NO.2 V.H.F. CHANNEL SELECTOR | 25 | V.H.F. TUNING RECORD CARD HOLDER |
| 4 | I.L.S. MASTER SWITCH | 26 | GUIDED WEAPONS ARMING SWITCH |
| 5 | I.L.S. VOLUME CONTROL | 27 | GUIDED WEAPONS SINGLE/PAIRS SELECTOR SWITCH |
| 6 | A.I.23 HAND CONTROLLER | 28 | I.L.S. AND TACAN FREQUENCY CARD HOLDERS (post Mod.1802) |
| 7 | I.L.S. CONTROL UNIT | 29 | OXYGEN CONTENTS GAUGE |
| 8 | R/T PRESS-TO-TRANSMIT PUSH-SWITCH | 30 | I.F.F. CONTROL UNIT |
| 9 | R/T PRESS-TO-TRANSMIT PUSH-SWITCH | 31 | I.F.F. MASTER SWITCH |
| 10 | G90 CAMERA PUSH-SWITCH | 32 | CAMERA IRIS CONTROL SWITCH |
| 11 | OXYGEN DEMAND REGULATOR | 33 | CAMERA MASTER SWITCH |
| 12 | TACAN INDICATOR (post Mod.1564) | 34 | GUIDED WEAPONS FIRE CONTROL RESET SWITCH |
| 13 | OXYGEN FLOW INDICATOR | 35 | CODER CONTROL UNIT |
| 14 | I.L.S. INDICATOR | 36 | TACAN CONTROL UNIT |
| 15 | I.L.S. MARKER LAMP | 37 | P.A.S. RECORDER SWITCH UNIT |
| 16 | PILOT'S ATTACK SIGHT RECORDER | 38 | TELEBRIEFING INDICATOR/SWITCH UNIT |
| 17 | PILOT'S ATTACK SIGHT | 39 | ARMAMENT MASTER SELECTOR SWITCH |
| 18 | A.I.23 DISPLAY UNIT | 40 | A.V.S. FLOW CONTROL VALVE |
| 19 | NO.1 V.H.F. REMOTE CHANNEL INDICATOR | 41 | PERSONAL EQUIPMENT CONNECTOR
Connects pilot's tel/mic, oxygen, anti-g and A.V.S. services. Separates during seat ejection |
| 20 | GUN PURGING VALVE INDICATOR
Shows amber when the gun purging valve is open | 42 | ANTI-G AIR SHUT-OFF COCK
Forward OFF, aft ON: pull handle to disengage lock in both positions |
| 21 | GUIDED WEAPONS ARMED TIME INDICATOR
After arming, indicates the time during which the guided weapons may be fired before exhaustion of cooling air, etc. | 43 | ANTI-G VALVE
Incorporates push button for testing and manual override in abnormal 'g' conditions |
| 22 | GUIDED WEAPONS ARMED TIME LAMP
Lights when arming switch (item 26) is operated and remains lit until the termination of armed time (item 21) when it commences to flash | | |

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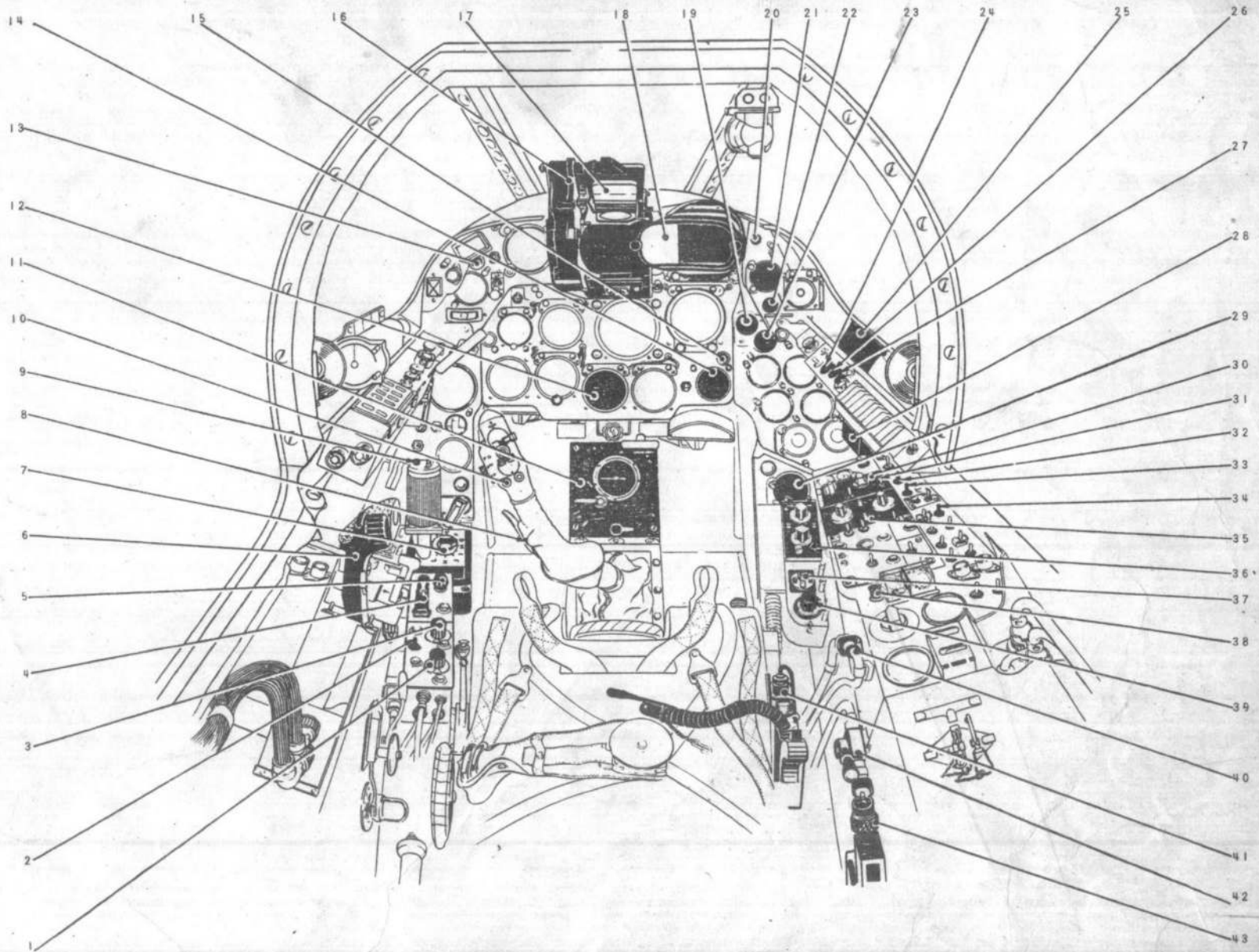


FIG. 9. OPERATIONAL CONTROLS AND INSTRUMENTS (F MK.1 - PRE-MOD. 177)

◀DETAIL AMENDMENTS▶

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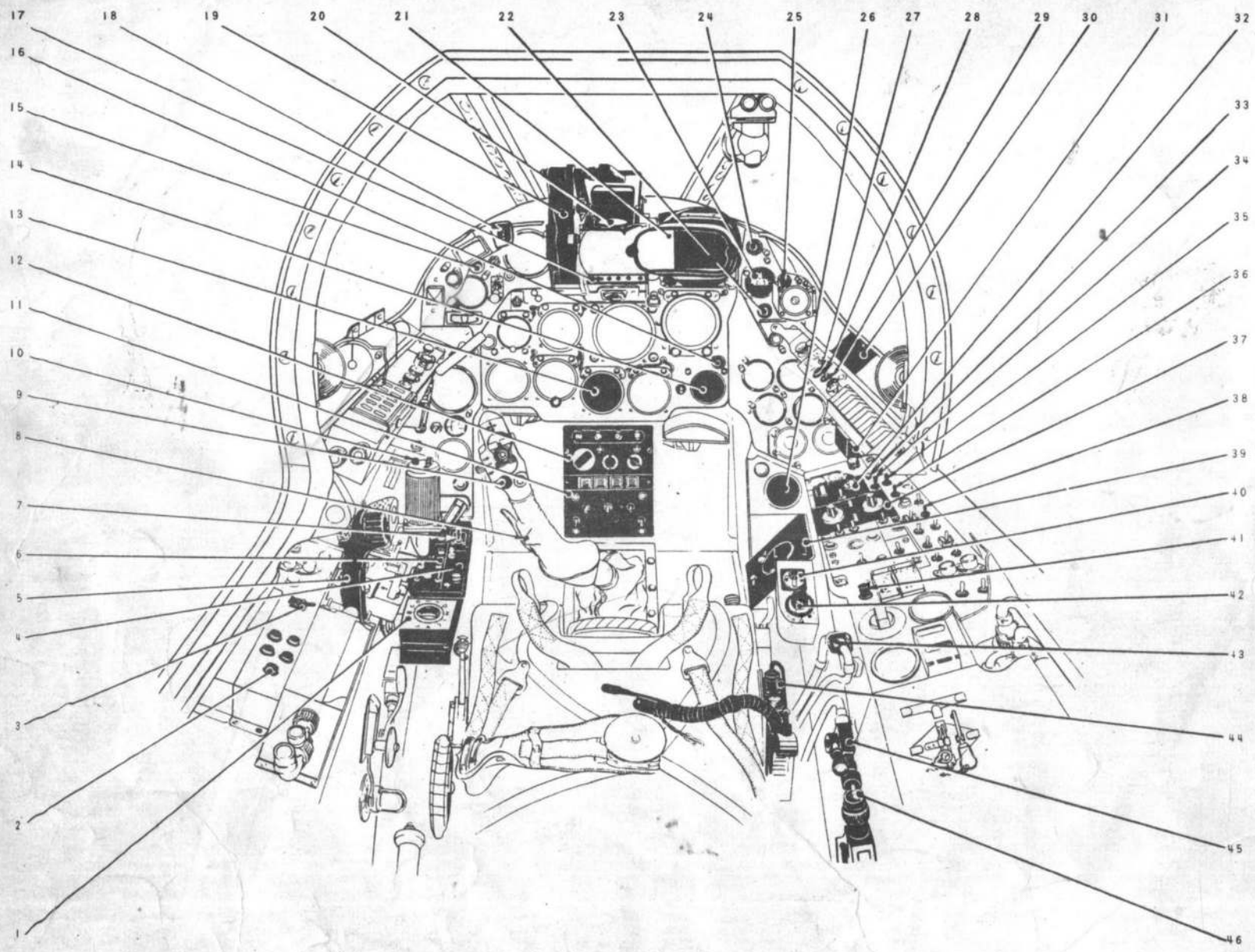


FIG. 10. OPERATIONAL CONTROLS AND INSTRUMENTS (F MK. POST MOD. 177 AND F MK.1A)

◀DETAIL AMENDMENTS▶

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KEY TO FIG.10 (OPERATIONAL CONTROLS AND INSTRUMENTS - F MK.1 POST MOD.177 AND F MK.1A)

- | | | | |
|-----|---|-----|--|
| 1 | I.L.S. CONTROL UNIT | 24 | GUN-PURGING INDICATOR
Shows amber when gun purging valve is open |
| 2* | FLIGHT REFUELLING INDICATOR (pre Mod.2162)
With item 3 set to FLIGHT REFUEL, show green when the associated tank is full; with item 3 set to LAMP TEST, all lamps show green irrespective of tank contents | 25* | A.I.23 RECORDER SWITCH (post Mod.1922) |
| 3* | FLIGHT REFUELLING SWITCH - FLIGHT REFUEL/OFF/LAMP TEST (PRE MOD.2147)
Energizes tank contents indicator circuit and lamp circuits | 26 | OXYGEN CONTENTS GAUGE |
| 4 | I.L.S. SWITCH PANEL
Incorporates I.L.S. MASTER SWITCH and I.L.S. volume control | 27 | GUIDED WEAPONS ARMING INDICATOR
After selecting ARMED (item 28), shows blue until guided weapons are ready for firing; flashes if weapons pack a.c. generator fails or if no weapons remain |
| 5 | A.I.23 HAND CONTROLLER | 28 | GUIDED WEAPONS ARMING SWITCH |
| 6 | TACAN CONTROL UNIT | 29 | GUIDED WEAPONS SINGLE/PAIRS SELECTOR SWITCH |
| 7 | TACAN AERIAL CHANGE-OVER SWITCH | 30 | U.H.F. TUNING RECORD CARD |
| 8 | R/T PRESS-TO-TRANSMIT PUSH-SWITCH | 31 | I.L.S. AND TACAN FREQUENCY CARD HOLDERS (post Mod.1802 Mk.1)
(post Mod.1809 Mk.1A) |
| 9 | G90 CAMERA PUSH-SWITCH | 32 | I.F.F. CONTROL UNIT |
| 10 | R/T PRESS-TO-TRANSMIT PUSH-SWITCH | 33 | I.F.F. I/P PUSH-SWITCH |
| 11 | U.H.F. SWITCH PANEL | 34 | I.F.F. MASTER SWITCH |
| 12 | U.H.F. CONTROL UNIT | 35 | CAMERA IRIS CONTROL SWITCH |
| 13 | TACAN INDICATOR (post Mod.1564) | 36 | CAMERA MASTER SWITCH |
| 14 | I.L.S./U.H.F. HOMER INDICATOR
Common to both systems as selected on item 11 | 37 | CODER CONTROL UNIT |
| 15 | OXYGEN FLOW INDICATOR | 38 | GUIDED WEAPONS FIRE CONTROL RESET SWITCH
For ground use only |
| 16 | I.L.S. MARKER LAMP | 39 | OXYGEN DEMAND REGULATOR |
| 17* | FLIGHT REFUELLING INDICATORS (post Mod.2162)
Refer to item 2 | 40 | P.A.S. RECORDER SWITCH UNIT |
| 18* | FLIGHT REFUELLING SWITCH (post Mod.2147)
Refer to item 3 | 41 | TELEBRIEFING INDICATOR/SWITCH UNIT
When indicator shows red, press to transmit |
| 19 | PILOT'S ATTACK SIGHT RECORDER | 42 | ARMAMENT MASTER SELECTOR SWITCH |
| 20 | PILOT'S ATTACK SIGHT | 43 | A.V.S. FLOW CONTROL VALVE |
| 21 | A.I.23 DISPLAY UNIT | 44 | PERSONAL EQUIPMENT CONNECTOR
Connects pilot's tel/mic, oxygen, anti-g, and A.V.S. services
Separates during seat ejection |
| 22 | GUIDED WEAPONS ARMED TIME LAMP
After selecting ARMED (item 28), shows red until the termination of armed time, when it commences to flash | 45 | ANTI-G SYSTEM SHUT-OFF COCK
Forward OFF, aft ON; pull handle to disengage lock in both positions |
| 23 | GUIDED WEAPONS ARMED TIME INDICATOR
After selecting ARMED (item 28), indicates the time during which the guided weapons may be fired before exhaustion of cooling air etc. | 46 | ANTI-G VALVE
Incorporates button for testing and manual override in abnormal 'g' conditions |

* Not fitted to F Mk.1 aircraft

KEY TO FIG. 11 (MISCELLANEOUS CONTROLS AND INSTRUMENTS - F MK. 1)

- | | | | | |
|----|--|----|---|------------------------------|
| 1 | CANOPY CONTROL HANDLE
Pull handle up to unlock the canopy, and push down to lock. With handle in the unlocked position the canopy control switch is exposed; move switch up to OPEN the canopy, and down to CLOSE | 18 | FLOODLIGHT | } (detail A) (post Mod.2203) |
| 2 | SEAT HEIGHT ADJUSTMENT SWITCH | 19 | FLOODLIGHT SWITCH | |
| 3 | DE-MISTING LEVER
OFF - no de-misting, TOP ON - canopy top panel and bleed to windscreen side panels, ALL ON - canopy and side panels | 20 | COCKPIT LIGHTING SWITCH - MAIN INSTRUMENT PANEL
Turn clockwise to switch on, and continue turning to increase brilliance | |
| 4 | WHEEL BRAKE LEVER | 21 | HIGH INTENSITY LAMP | |
| 5 | ALIGHTING GEAR POSITION INDICATOR | 22 | NAVIGATION LIGHTS SWITCH | |
| 6 | ALIGHTING GEAR UP/DOWN SELECTOR SWITCHES | 23 | TAXYING LIGHTS SWITCH | |
| 7 | HIGH INTENSITY LAMP | 24 | DE-ICING INDICATOR
Shows green when item 25 is set to DE-ICE | |
| 8 | SERVICES HYDRAULIC PRESSURE GAUGE (post Mod.1802)
Hydraulic failure indicated by needle entering red sector, electrical failure of circuit indicated by needle entering white sector | 25 | DE-ICING SWITCH
Controls engine de-icing valves | |
| 9 | BRAKING PARACHUTE STREAM HANDLE | 26 | PITOT HEATER SWITCH
Heats pitot head and vent valves when set to ON and pitot head only when set to STANDBY | |
| 9A | EJECTION SEAT/CANOPY SAFETY-PIN STOWAGES (post Mod.4010) ▶ | 27 | SIDE WINDSCREEN HEATER SWITCH
Combined operation of heater and canopy blower | |
| 10 | HIGH INTENSITY LIGHTS SWITCH | 28 | FRONT WINDSCREEN HEATER SWITCH | |
| 11 | BRAKING PARACHUTE JETTISON PUSH-SWITCH
Press to jettison after parachute has been streamed | 29 | BATTERY SWITCH ✓ | |
| 12 | M.R.G. NORMAL/FAST ERECTION SWITCH | 30 | CABIN AIR-CONDITIONING SWITCH | |
| 13 | P.A.S. SPARE FILAMENT HOLDER (post Mod.2062) | 31 | CABIN ALTIMETER | |
| 14 | HOT AIR SPRAY CONTROL-KNOB | 32 | CABIN TEMPERATURE SELECTOR SWITCH | |
| 15 | RUDDER BAR ADJUSTER-LOCK RELEASE HANDLE | 33 | INSTRUMENT MASTER SWITCH ✓ | |
| 16 | CANOPY UNLOCK WARNING LAMPS
Canopy unlocked when one or both lamps show amber | 34 | BRAKE ACCUMULATOR PRESSURE GAUGE | |
| 17 | VOLTMETER (post Mod.1534) | 35 | EJECTION SEAT/CANOPY SAFETY-PIN STOWAGES (pre Mod.4010) ▶ | |
| | | 36 | COCKPIT LIGHTING SWITCH - STARBOARD CONSOLE PANEL
Refer to item 20 | |
| | | 37 | COCKPIT LIGHTING SWITCH - PORT CONSOLE PANEL
Refer to item 20 | |

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A.P.101B-1001-1A, Sect.1, Chap.1
A.L.119, Jan.72

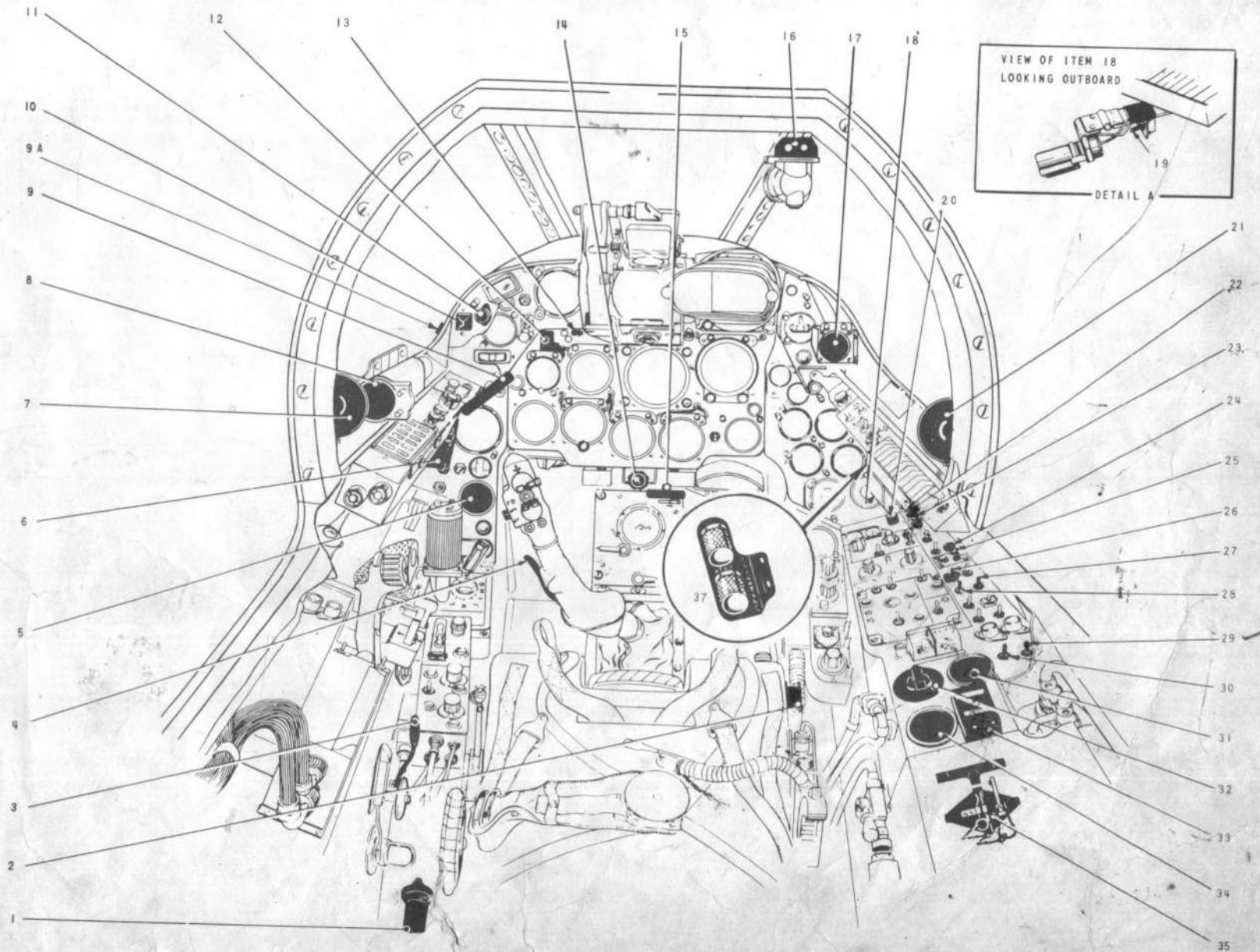


FIG.11. MISCELLANEOUS CONTROLS AND INSTRUMENTS (F MK.1)

DETAIL AMENDMENTS

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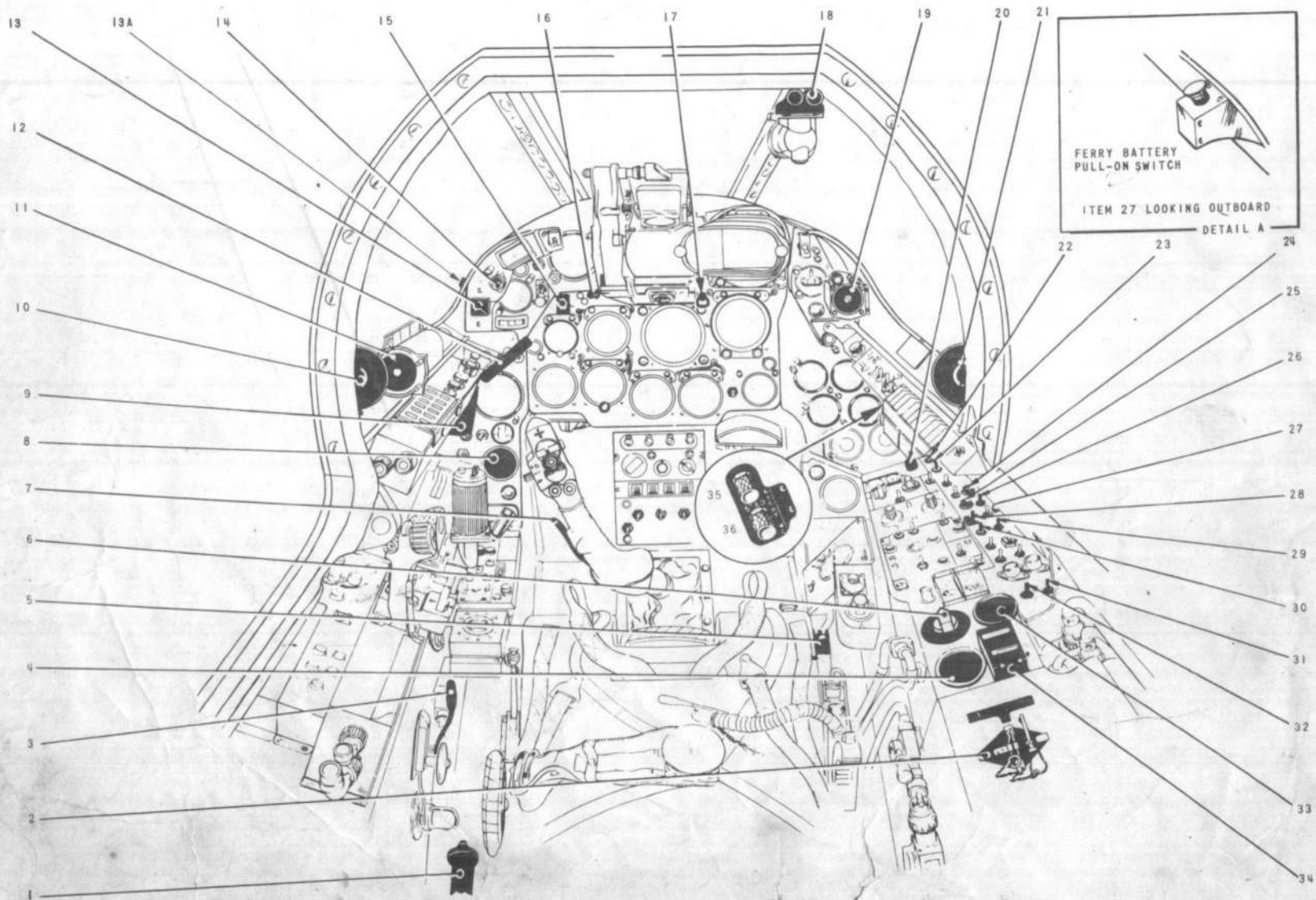


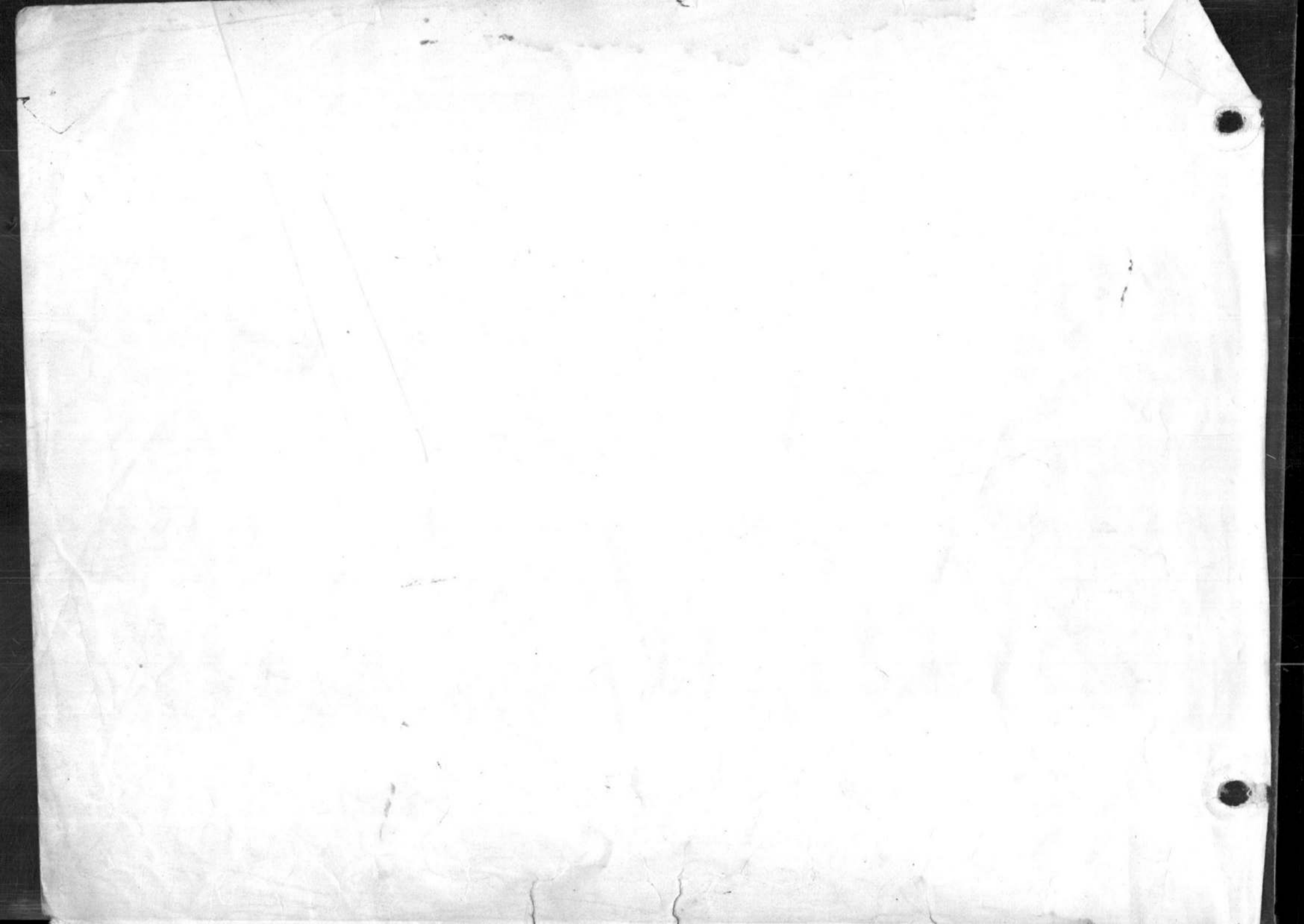
FIG.12. MISCELLANEOUS CONTROLS AND INSTRUMENTS (F MK.1A)

◀ DETAIL AMENDMENTS ▶

KEY TO FIG. 12 (MISCELLANEOUS CONTROLS AND INSTRUMENTS - F MK. 1A)

- | | | | |
|-------|--|-----|---|
| 1 | CANOPY CONTROL HANDLE
Pull handle up to unlock the canopy, and push down to lock. With handle in the unlocked position the canopy control switch is exposed; move switch up to OPEN the canopy, and down to CLOSE | 19 | VOLTMETER (post Mod. 1534) |
| ◀ 2 | EJECTION SEAT/CANOPY SAFETY PIN STOWAGES (pre Mod. 4010) ▶ | 20 | COCKPIT LIGHTING SWITCH - MAIN INSTRUMENT PANEL
Turn clockwise to switch on, and continue turning to increase brilliance |
| 3 | DE-MISTING LEVER
OFF - no de-misting, TOP ON - canopy top panel and bleed to windscreen side panels, ALL ON - canopy and side panels | 21 | HIGH INTENSITY LAMP |
| 4 | BRAKE ACCUMULATOR PRESSURE GAUGE | 22 | NAVIGATION LIGHTS SWITCH |
| 5 | SEAT HEIGHT ADJUSTMENT SWITCH | 23 | TAXYING LIGHTS SWITCH |
| 6 | CABIN TEMPERATURE SELECTOR SWITCH | 24 | DE-ICING INDICATOR *
Show green when anti-icing is operative |
| 7 | WHEEL BRAKE LEVER | 25* | ICE WARNING
Shows amber in icing conditions |
| 8 | ALIGHTING GEAR POSITION INDICATOR | 26* | DE-ICING/RAIN DISPERSAL SWITCH |
| 9 | ALIGHTING GEAR UP/DOWN SELECTOR SWITCHES | 27 | FERRY BATTERY PULL-ON SWITCH
(detail A - post Mod. 2167) |
| 10 | HIGH INTENSITY LAMP ? | 28 | PITOT HEATER SWITCH
Heats pitot head and vent valves when set to ON and pitot head only when set to STANDBY |
| 11 | SERVICES HYDRAULIC PRESSURE GAUGE (post Mod. 1809)
Hydraulic failure indicated by needle entering red sector, electrical failure of circuit indicated by needle entering white sector. | 29 | SIDE WINDSCREEN HEATER SWITCH
Combined operation of heater and canopy blower |
| 12 | BRAKING PARACHUTE STREAM HANDLE | 30 | FRONT WINDSCREEN HEATER SWITCH |
| 13 | HIGH INTENSITY LIGHTS SWITCH | 31 | BATTERY SWITCH ✓ |
| ◀ 13A | EJECTION SEAT/CANOPY SAFETY-PIN STOWAGES (post Mod. 4010) ▶ | 32 | CABIN AIR-CONDITIONING SWITCH ✓ |
| 14 | BRAKING PARACHUTE JETTISON PUSH-SWITCH | 33 | CABIN ALTIMETER |
| 15 | M.R.G. NORMAL/FAST ERECTION SWITCH | 34 | INSTRUMENT MASTER SWITCH ✓ |
| 16 | P.A.S. SPARE FILAMENT HOLDER (post Mod. 2062) | 35 | COCKPIT LIGHTING SWITCH - PORT CONSOLE PANEL
Refer to item 20 |
| 17 | RUDDER BAR ADJUSTER-LOCK RELEASE HANDLE | 36 | COCKPIT LIGHTING SWITCH - STARBOARD CONSOLE PANEL
Refer to item 20 |
| 18 | CANOPY UNLOCKED WARNING LAMPS
Canopy is unlocked when one or both lamps show amber | | |

*Not fitted to F Mk. 1 aircraft



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