

Chapter 14 MISCELLANEOUS

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DESCRIPTION

WARNING

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

General information

1. The hydraulically-operated canopy and the electrically-operated seat-height adjustment mechanism are both controlled by switches.

Canopy control circuit

2. Canopy operation is controlled by an

electro-hydraulic selector valve, on frame 22, which is in turn controlled by either an internal or external switch. The internal switch is embodied in the canopy locking handle positioned on the aft pressure bulkhead. The external switch is situated inside a hinged panel on the port side of the spine, immediately aft of the cockpit, and is operated in conjunction with the external canopy control handle. On selecting either CLOSED or OPEN with one of the two switches, the appropriate circuit from the emergency services fuse box is completed, thus energizing the relevant

solenoid in the selector valve. A warning horn circuit (*Chap.12*) is also energized whenever a canopy control switch is operated.

Seat positioning control

3. The seat-positioning actuator fitted to the ejection seat is supplied from the d.c. system via the d.c. feeder fuse box. The equipment is controlled by a switch mounted on the starboard side of the seat pan. The Mk.4 BS ejection seat and its actuator are described in A.P. 4288, Vol.1.

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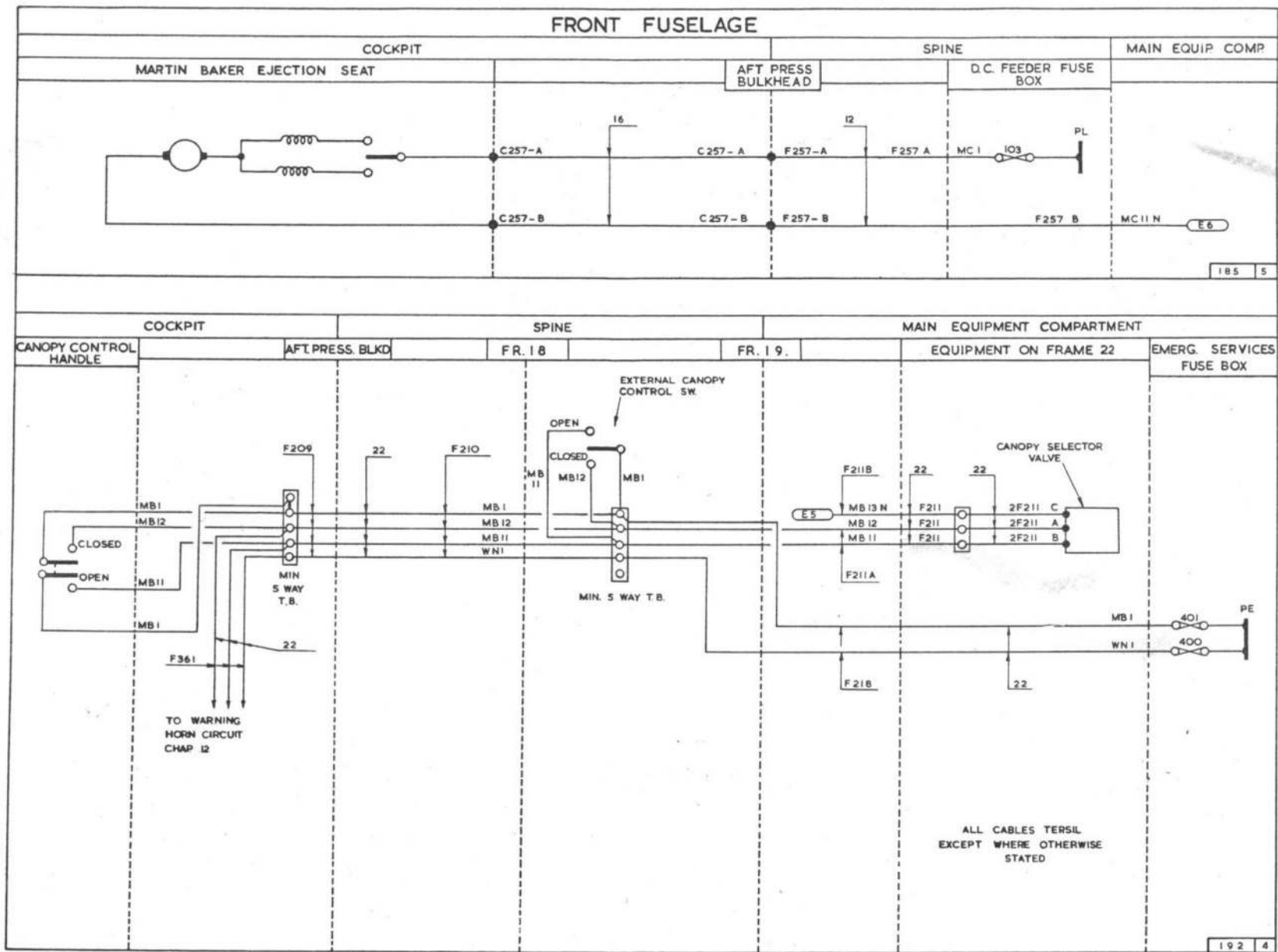


FIG. 1. SEAT POSITIONING AND CANOPY CONTROL

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Instrument panel from a MiG-21 (XP558)