

Chapter 6 MISCELLANEOUS INSTRUMENTS

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DESCRIPTION

General

1. This chapter, which contains information relating to those instruments not included in any functional group, has been revised and brought up-to-date by the inclusion of the following modification:-

Mod.4418 To introduce a Mk.21B oxygen regulator in lieu of a Mk.20A or Mk.20B.

Oxygen system*Oxygen contents gauge*

2. The Mk.4 contents gauge is fitted on a small fairing below the starboard instrument panel. It is of a simple

Bourdon tube type and indicates the oxygen supplies available in the aircraft's oxygen cylinders. The dial of the instrument is calibrated in terms of fractional quantity, viz. 0, $\frac{1}{4}$, $\frac{1}{2}$, $\frac{3}{4}$, FULL, and is coloured green except for a sector between the 0 and $\frac{1}{4}$ markings. This portion is coloured red to emphasize that the oxygen supply at this point is at a dangerously low level.

Oxygen regulator

3. The oxygen pressure demand regulator Mk.20B (pre Mod.4418) or Mk.21B (post Mod.4418), is located on the inboard side of the starboard console at the forward end. A magnetic indicator, fitted on the face of the regulator,

gives a visual indication when the regulator is supplying oxygen. A remote indicator (*para.4*) is also coupled to the unit and operates in conjunction with the one on the regulator face. The Mk.20 and Mk.21 series regulators are described in A.P.107D-0208-1 and A.P.107D-0207-1 respectively.

Remote oxygen indicator

4. As the regulator indicator may be screened by the control column a remote magnetic indicator Type C.1. is mounted on the port coaming panel. This indicator is connected in parallel with the regulator indicator and blinks in unison with it, when the pilot is using oxygen. Routing of the remote indi-

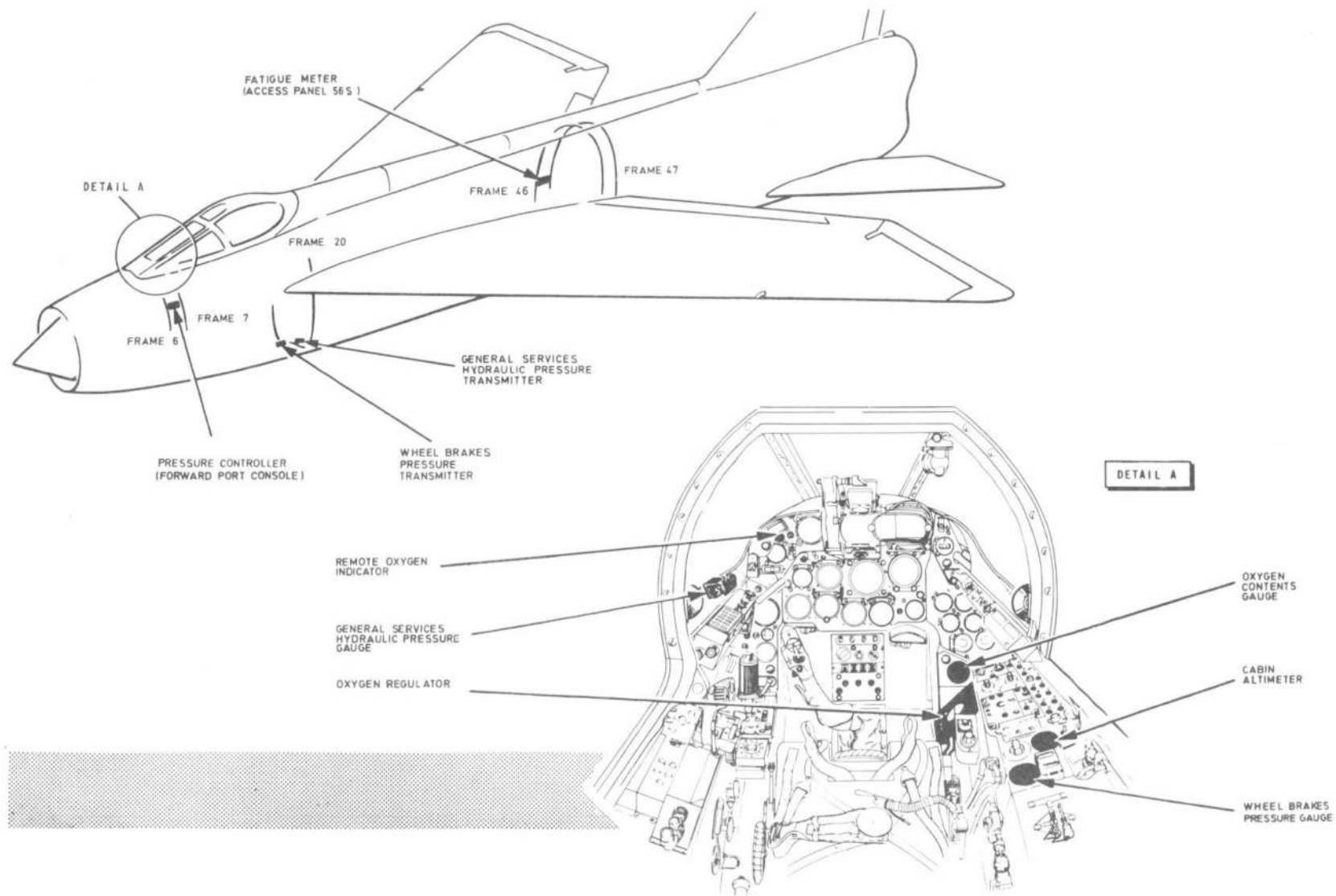


FIG. I. MISCELLANEOUS INSTRUMENT DETAILS

◀ MINOR AMENDMENTS ▶

◀ cator circuit is covered in Sect.6, Chap.12.

Fatigue meter

5. A Type 14 fatigue meter is located between frames 46 and 47 on the starboard side of the rear fuselage (access panel 56 S). The meter is basically a counting accelerometer used to record the number of times that the predetermined acceleration threshold values have been exceeded. The circuit is connected via the alighting gear micro-switches (Sect.6, Chap.5) so that the meter becomes operative only when the aircraft is in flight and the wheels locked up. A description of the fatigue meter, its use, and the method of recording the data it provides, is given in A.P.112G-0203-1.

Note...

The fatigue meter is a very delicate instrument, therefore great care must be taken to follow closely the instructions contained in the above publication during servicing, removal, and assembly operations.

Pressure controller

6. The Type C controller, installed in

the cockpit air pressure system, is located on the fuselage side wall forward of the port console. It operates in conjunction with a combined valve unit to regulate cockpit pressure during flight. Besides its normal function, the controller operates a warning lamp (Sect.6, Chap.12) in the event of loss of pressure in the cockpit. For a full description of the unit, covering both its functioning and maintenance, refer to A.P.107B-1408-1.

Wheel brakes pressure system

7. The pressure in the wheel brakes system is registered by a Type S63 gauge graduated from 0 to 4000 lb/in². This ratiometer instrument is adjacent to the instrument master switch on the starboard console. Movement of its pointer is controlled by a pressure transmitter Type S122/4/31 connected into the hydraulic system (A.P.101B-1001-1A, Sect.3, Chap.6). The indicator is described in A.P.112G-0504-1 and the transmitter in A.P.112G-0506-1.

Cabin altimeter

8. A Mk.21 cabin altimeter is mounted on the starboard console. The instrument

registers pressure in the cockpit in terms of altitude to guide the pilot in his use of oxygen. The altimeter is described in A.P.112G-1005-1.

General services hydraulic pressure gauge

9. A Type A.I.756 gauge Ref.No.6A/7284 is installed on the cockpit coaming at the port side, and indicates the pressure in the general services hydraulic system. The gauge is operated by a Type A.I.757 transmitter unit Ref.No.6A/7285 which is connected into the hydraulic pressure line near frame 20 in the pack bay. Both the power supply and routing of the circuit are covered in Sect.6, Chap.4.

Hydraulic pressure gauges

10. A number of miniature hydraulic accumulator pressure gauges Ref.No.6A/6115 are located in the skin of the aircraft at various points (A.P.101B-1001-1A, Sect.2, Chap.2). They are used during servicing for checking the accumulator pressure. A description of the gauges and transmitter units will appear in A.P.112G-0400-1. ▶

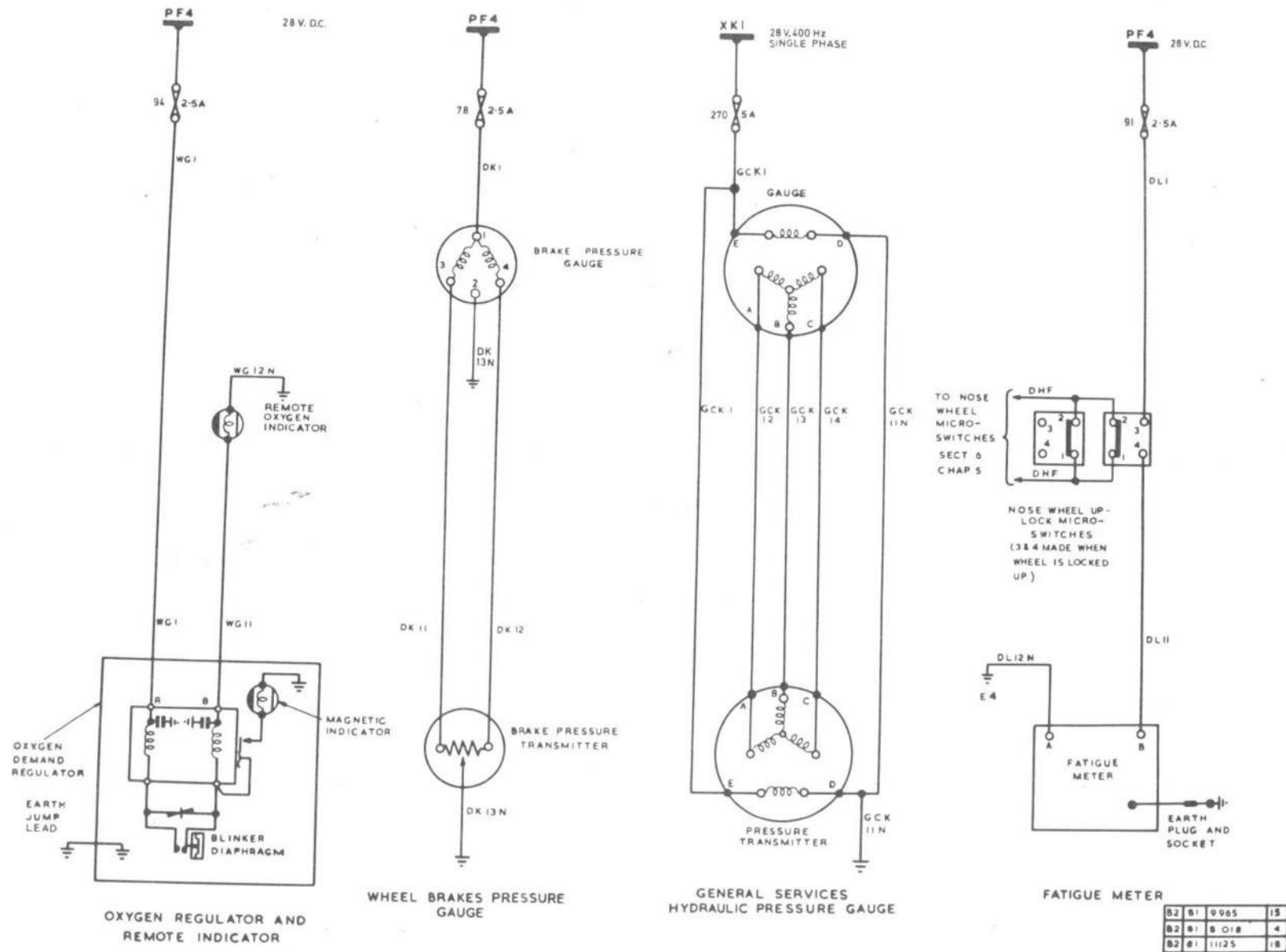


FIG. 2. MISCELLANEOUS INSTRUMENTS

◀ MINOR AMENDMENTS ▶

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