

SECTION 1

PILOT'S CONTROLS AND EQUIPMENT

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LIST OF CONTENTS

	Para.		Para.
Introduction	1	Signal pistol	5
Entry to cockpit	3	Flap selector lever	6
Pilot's seat	4	Fuel contents gauges	7

LIST OF ILLUSTRATIONS

	Fig.		Fig.
Flying controls	1	Operational equipment	3
Engine controls	2	Miscellaneous equipment	4

INTRODUCTION

1. This section serves as a general guide to the location of all the controls, equipment and instruments in the pilot's cockpit, with the method of operation wherever this is not obvious. The main systems are described in full in their appropriate sections as follows:—Fuel system and engine controls in Sect. 8; Hydraulic and pneumatic systems in Sect. 9; and Electrical systems in Sect. 6.

2. The illustrations are grouped under four main headings to simplify reference to any particular control or item of equipment. Capital letters in the text and in the keys to the figures indicate the actual markings on the item in the aircraft. Some emergency controls are included in their appropriate groups, but reference must be made to Sect. 2 for details of their operation.

ENTRY TO COCKPIT

3. The only means of entry or exit is with the cockpit canopy open. The canopy is opened or closed by depressing and rotating the crank handle situated on the starboard cockpit wall. A spring-loaded plunger is incorporated in the handle which engages in one of ten positions on an adjustable base plate. This permits the canopy to be locked in any desired position. To open the canopy from outside, press the button marked PRESS TO SLIDE CANOPY located

on the starboard side of the fuselage just below the canopy rail, and slide the canopy as required.

Note . . .

When opening the canopy from inside, the initial movement of the winding lever will partially turn the canopy seal cock lever, to remind the pilot that this lever must be turned OFF before opening the canopy. The cabin blower must also be turned OFF.

PILOT'S SEAT

4. The pilot's seat is of moulded plastic, and is adjustable for height by operation of the lever on the right-hand side of the seat. For leg reach, the rudder pedals are adjustable by lifting them against the tension of the springs and then sliding fore or aft into the required ratchet slot. The harness release gear catch is located on the right-hand side of the seat (Sect. 2). The oxygen supply pipe from the economizer is clipped to the pilot's harness. The mic-tel socket is stowed in a spring clip on the front of the seat (fig. 3).

SIGNAL PISTOL

5. A Mk. 1 signal pistol is attached, by means of a bayonet fitting, to the cockpit floor on the right of the pilot's seat. The stowage for cartridges is on the cockpit floor on the left of the pilot's seat (Sect. 2).

FLAP SELECTOR LEVER

6. The flap selector lever is marked FLAPS UP - NEUTRAL - DOWN. Any flap position up to 80 deg. can be obtained by returning the selector lever to the NEUTRAL position when the desired angle is shown on the position indicator. When selecting flaps fully down (80 deg.) the selector lever must be returned to the NEUTRAL or locked position on completion of the operation. The lever should however be left in the UP position for flaps up.

FUEL CONTENTS GAUGES

7. Five separate gauges are positioned on the bottom centre instrument panel. The gauges register the contents of the main (fuselage), and the inner and outer, port and starboard, wing tanks, as illustrated. Both the port and starboard outer wing tanks comprise three separate cells (*Sect. 8*), each set is served by one filler neck and one contents gauge.

KEY TO FIG. 1 (FLYING CONTROLS)

1 MASTER SWITCH GROUND-FLIGHT

Set to *GROUND* for testing all electrical services, and plug in ground battery to *RADIO TEST SOCKET*. Set to *FLIGHT* for engine starting, and plug in ground battery to *GROUND STARTER SOCKET*.

2 UNDERCARRIAGE POSITION INDICATOR

No lights—locked *UP*
Three red lights—between *UP* and *DOWN*
Three green lights—locked *DOWN*

3 FLAP POSITION INDICATOR (for item 21)

4 MACHMETER

Records the ratio of the true air speed to the speed of sound

5 INSTRUMENT FLYING PANEL

6 ELEVATOR TRIM INDICATOR (for item 19)

7 UNDERCARRIAGE WARNING LAMP

Lights when undercarriage is locked *UP* with throttle less than $\frac{1}{4}$ in. open

8 R.I. COMPASS INDICATOR

9 PRESSURE HEAD HEATER SWITCH

10 R.I. COMPASS SWITCH

11 NAVIGATION LAMPS SWITCH ON—OFF

12 IDENTIFICATION LAMP SELECTOR SWITCH Red—Green—Amber

13 CONTROL COLUMN

14 WHEEL BRAKE LEVER AND PARKING CATCH

15 LANDING LAMP SWITCH OFF—LOW—HIGH

16 IDENTIFICATION LAMP PRESS-SWITCH

17 WHEEL BRAKE PRESSURE GAUGE

Centre pointer indicates pressure in air bottle

18 RUDDER PEDALS (para. 4)

19 ELEVATOR TRIM CONTROL (indicator item 6)

20 DIVE BRAKE SELECTOR LEVER

ON—DIVE BRAKES—OFF
There is no intermediate position

21 FLAPS SELECTOR LEVER

FLAPS *UP*—*NEUTRAL*—*DOWN*

Return lever to *NEUTRAL* when desired intermediate angle is indicated (item 3). For *FLAPS UP* operation refer to para. 6

22 UNDERCARRIAGE SELECTOR LEVER

UP—*DOWN*
Operates in the natural sense

23 UNDERCARRIAGE EMERGENCY RETRACTION SWITCH (Sect. 2)

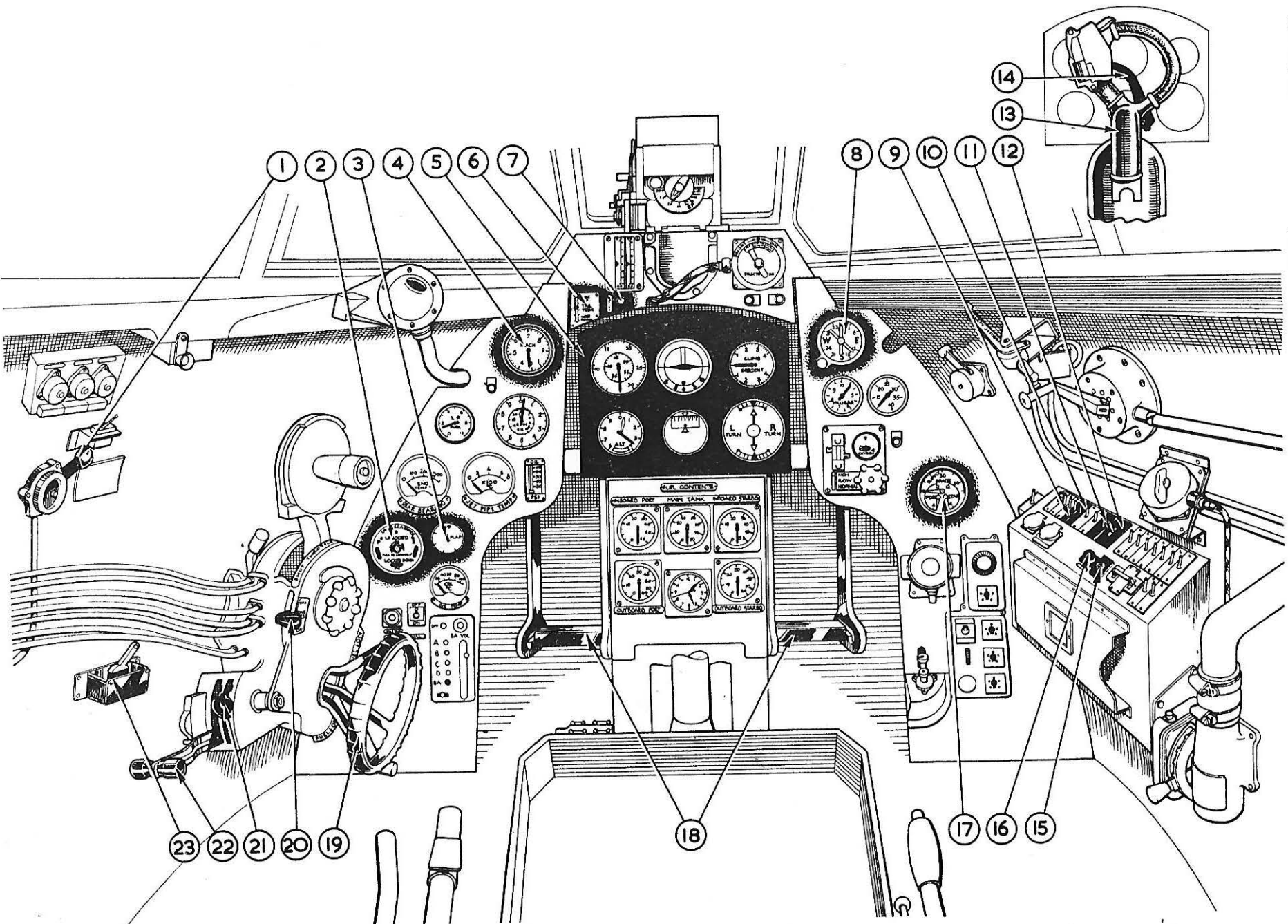


FIG. 1 FLYING CONTROLS

KEY TO FIG. 2 (ENGINE CONTROLS)

- | | | |
|--|---|---|
| <p>1 BOOSTER COIL SWITCH
For operation refer to Sect. 8</p> <p>2 THROTTLE LEVER
Forward for throttle open
There is no gate for max. take-off r.p.m.</p> <p>3 REAR BEARING TEMPERATURE GAUGE</p> <p>4 FUEL PRESSURE GAUGE
Records pressure in fuel manifold</p> <p>5 JET PIPE TEMPERATURE GAUGE</p> <p>6 FUEL PRESSURE WARNING LAMP</p> <p>7 R.P.M. INDICATOR</p> <p>8 OIL PRESSURE GAUGE</p> <p>9 FIRE WARNING LAMP
Fire extinguisher does not operate automatically (item 15)</p> | <p>10 GENERATOR WARNING LAMP
Glows if the generator voltage falls appreciably below the voltage of the accumulators. The lamp will glow continuously when the aircraft is parked as it is wired directly to the accumulators, but the current consumed is negligible</p> <p>11 AUXILIARY STARTING SWITCH
Switch ON immediately engine ignites (approx 20 secs. after pressing starter switch) (item 16)
Switch OFF when engine has obtained 3,000 r.p.m.</p> <p>12 ENGINE STARTER MASTER SWITCH
Switch ON before pressing starter switch (item 16)
Switch OFF when engine has attained 3,000 r.p.m.</p> | <p>13 FUEL BOOSTER PUMP SWITCH</p> <p>14 SPARE SWITCH</p> <p>15 FIRE EXTINGUISHER PRESS-SWITCH
(warning lamp item 9)</p> <p>16 ENGINE STARTER PRESS-SWITCH
Press for approximately 2 seconds</p> <p>17 FUEL TANK CONTENTS GAUGES</p> <p>18 LOW-PRESSURE FUEL COCK LEVER
Forward for fuel ON</p> <p>19 OIL TEMPERATURE GAUGE</p> <p>20 DAMPER WHEEL FOR THROTTLE CONTROL BOX</p> <p>21 HIGH-PRESSURE FUEL COCK LEVER
Forward for fuel ON</p> |
|--|---|---|

Note—Engine cut-out controls are not fitted ; the engine is stopped by closing the throttle fully and then moving the high-pressure fuel cock (item 21) to OFF. After the engine has stopped move the low-pressure fuel cock (item 18) to OFF

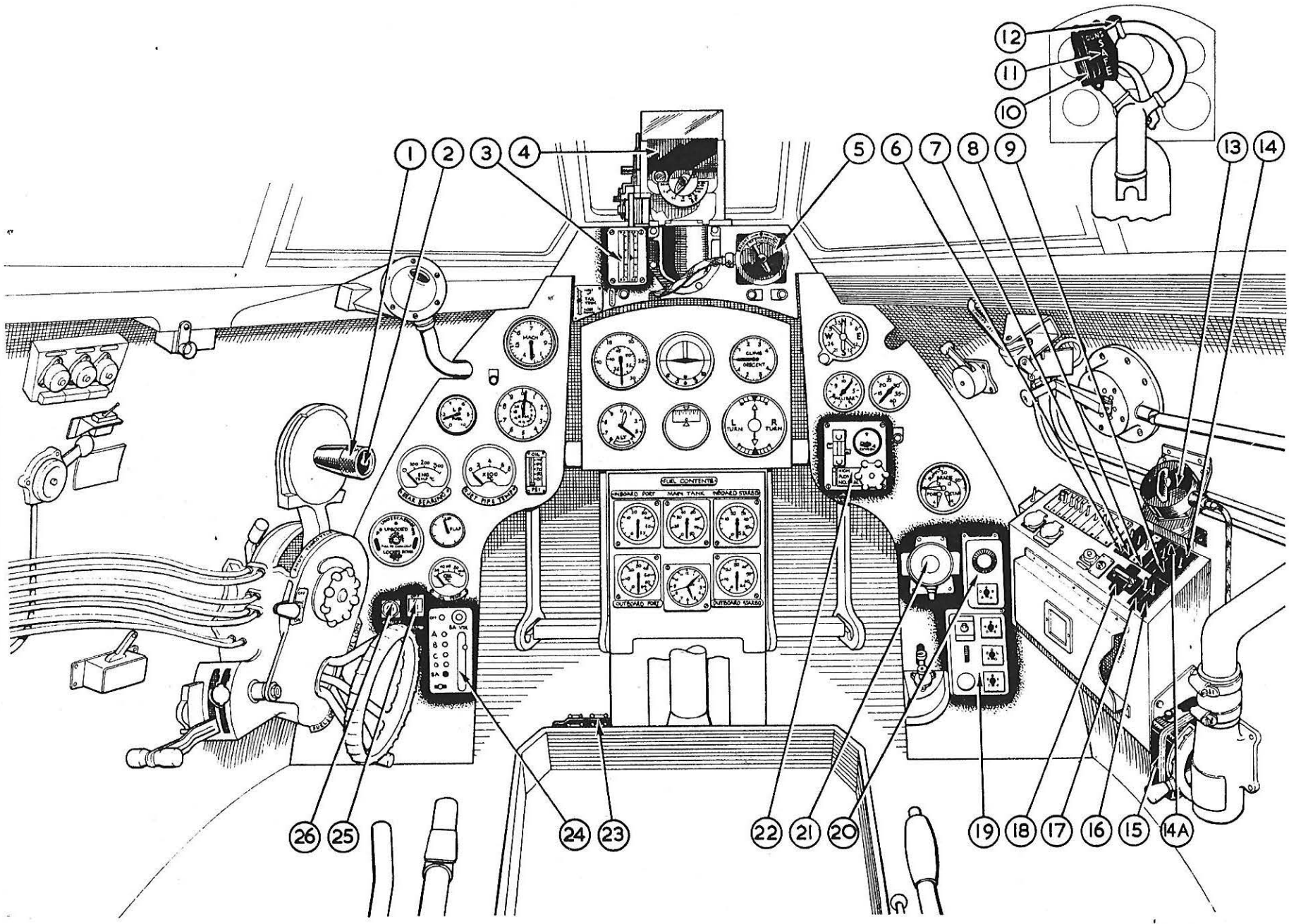


FIG. 3 OPERATIONAL EQUIPMENT

G1976 M11100 11/48 360 CB&S LTD GPSS

KEY TO FIG. 4 (MISCELLANEOUS EQUIPMENT)

- 1 U/V LAMPS DIMMER SWITCH
- 2 INSTRUMENT PANEL LAMP DIMMER SWITCH
- 3 FLOOD LAMP DIMMER SWITCH
- 4 EMERGENCY LAMP SWITCH (for item 8)
- 5 U/V. LAMPS
- 6 FLOOD LAMPS
- 7 ADJUSTABLE CABIN VENTILATOR
Incorporates non-return valve for cabin
pressurising
- 8 EMERGENCY LAMP (switch item 4)
- 9 CABIN AIR PRESSURE GAUGE
- 10 CABIN ALTIMETER

- 11 CABIN PRESSURE WARNING-LAMP
Glowes when cabin pressure drops $\frac{1}{2}$ lb./sq.
in. below normal for any altitude
- 12 CABIN PRESSURE CONTROL
ON—OFF
- 13 CANOPY JETTISON LEVER (Sect. 2)
Pull to jettison
- 14 CANOPY SEAL COCK
Turn ON to inflate seal
- 15 CANOPY WINDING LEVER
Pull out handle and rotate clockwise to open
canopy
- 15A SPARE SWITCHES

- 16 CABIN HEATING CONTROL
HOT-CABIN BLOWER AIR-COLD
- 17 WINDSCREEN DE-ICING PUMP AND
REGULATOR
- 18 SEAT RAISING LEVER
Depress plunger and pull up to raise seat
- 19 HARNESS RELEASE CATCH
- 20 CLOCK
- 21 FUEL DROP TANKS JETTISON LEVER
Pull up to jettison
- 22 HYDRAULIC HAND PUMP (Sect. 2)

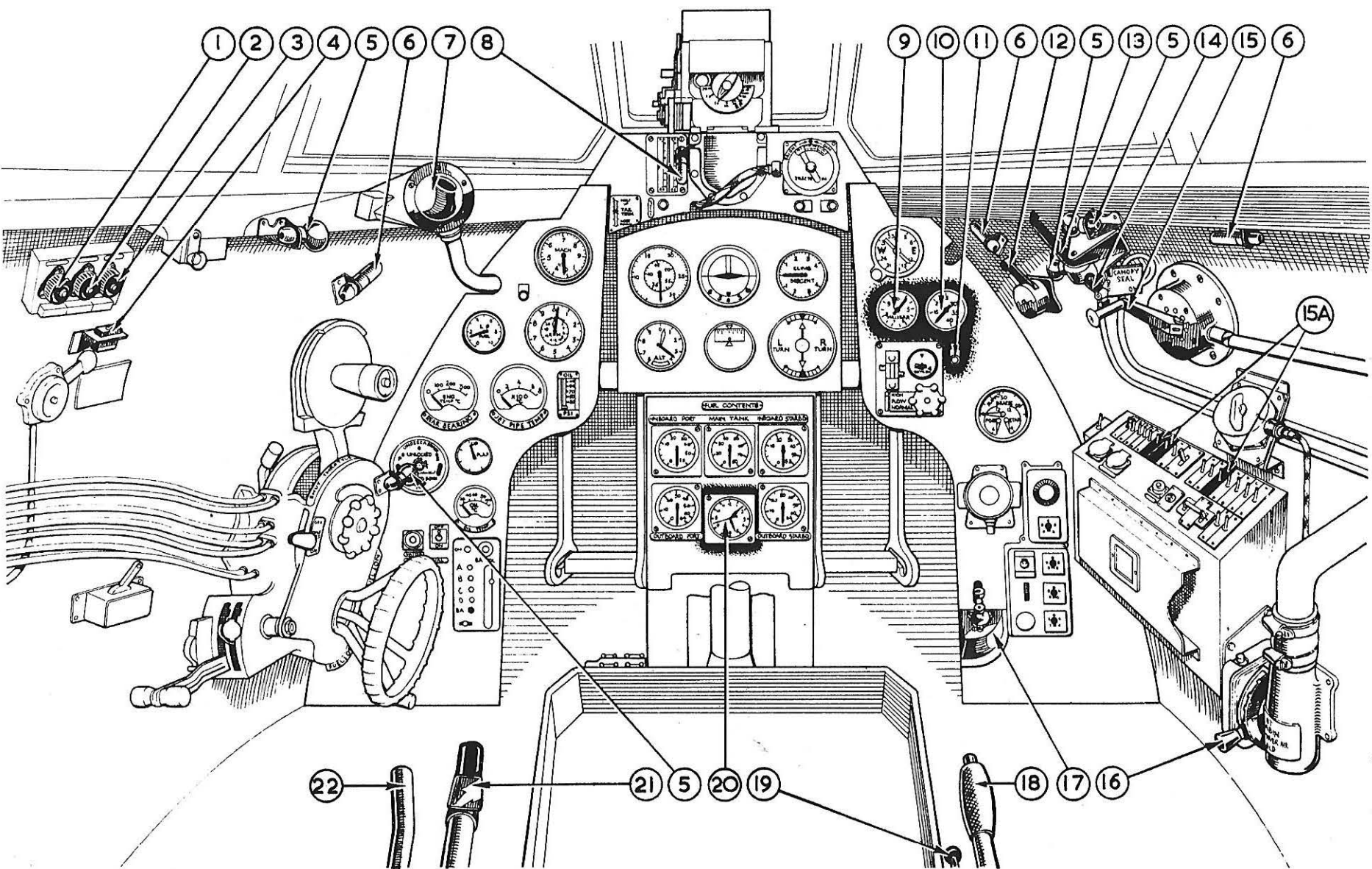


FIG. 4 MISCELLANEOUS EQUIPMENT

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