

Chapter 1 PILOTS' CONTROLS AND EQUIPMENT

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ADDENDA

ADDENDUM 1, PHASE 1

| | Fig. |
|-----------------------------------|------|
| Pilots' panels | |
| (port, centre and emergency) ... | 1A |
| Pilot's panels (starboard) | 2A |
| Canopy control panel | 3A |

ADDENDUM 2, PHASE 2

| | Fig. |
|----------------------------------|------|
| Canopy control panel | 1B |
| Port pilot's panel | 2B |
| Pilots' panels | |
| (centre and emergency) | 3B |
| Pilot's panel (starboard) | 4B |

Introduction

1. This chapter gives a general guide to the location of the equipment, controls and instruments in the pilots' cockpit and briefly mentions their function and operation where necessary. Capital letters are used in the various illustration keys to denote actual control instruction markings.

2. Accommodation is provided in the cockpit for first and second pilots with duplication of controls as necessary. Access to the pilots' stations is through the main door in the fuselage rear centre section. The seats are mounted on raised platforms at each side of the cockpit. Each pilot has a Z-type harness, with a release handle fitted on the inboard arm of each seat to allow the harness to be slackened sufficiently to give necessary

free movement. An automatic pilot controller is also situated on the inboard arm of the first pilot's seat and a map stowage is secured to the inboard edge of the first pilot's floor.

CANOPY WINDOWS

3. Two sliding windows at the sides of the cockpit may be opened by pushing the handles forward to release the catches and sliding the windows backwards. A direct vision panel at each side of the windscreen is hinged at its upper edge and is secured in the closed position by a swivelling quick release fastener which is released by unscrewing the rubber handwheel and pulling the fastener downward. A catch is fitted in the canopy to hold the panel fully open.

DRY-AIR SANDWICH WINDSCREEN

4. The windscreen is divided into three panels. The two outer frames are fitted with dry-air sandwich panels, made up of two sheets of safety glass with a circulating air space between; the central frame is fitted with a windscreen of sandwich construction having vinyl sheet reinforcement. The dry-air system is described in Sect.3, Chap.9.

PANEL LIGHTING

5. Normal illumination for the pilots panel is provided by red general lamps and ultra violet lighting is provided for use in conjunction with the fluorescent blind flying instruments. Dimmer switches are located and illustrated in fig.3.

PASS CORRECTION CARD STOWAGES

A stowage for the P.12 compass correction card is provided in the form of a bracket attached to the soundproofing, immediately aft of the trim tab gearbox. A stowage for a G4B compass correction card is provided in the after space of each control panel.

FUEL SYSTEM OPERATION

Whilst the supply of fuel from dual tanks is controlled by the flight engineer, the pilot has control of four fuel cock switches situated at the centre portion of the instrument panel (fig.1).

RUDDER PEDAL ADJUSTMENT

An adjustment of reach is provided on each rudder pedal assembly in the form of a manually operated knob (Sect.3, Chap.4).

BRAKE PARKING LEVER

The control, situated on the extreme left side of the first pilot's panel, is used to maintain application of the brakes when the aircraft is parked.

RUDDER LOCKING

A double quadrant-type lever is provided in a forward position on the port engine control pedestal (fig.4). By moving the lever towards him, the pilot is able to effect two control locking operations:-

At the forward end of the fuselage push-pull system. This locks the rudder pedals.

At both rudders, where locking pins are inserted into corresponding sockets on the leading edges of each rudder. When the lever is moved fully forward, the locking is

removed and normal control of the rudders is obtained. As a safety precaution and to prevent a take-off being attempted with locked controls, the locking lever restricts the movement of the throttle levers and allows only sufficient throttle opening for taxiing and ground manoeuvring.

WARNING . . .

If the locking lever does not move forward easily after release from the catch at the locked position, do not use force, but ensure that the aileron and elevator locking pins have been removed. If any force is still required, make a thorough check of the locking system for fouling at any point. Use of undue force when applying the rudder lock will also cause damage to the system. It must be noted that the locking bolts at the fin posts will not enter the bolt holes in the rudder leading edges unless both are coincident, (i.e., the rudders are centralised). It is, therefore, necessary to centralise the rudders before applying the lock. This is best achieved by using the following procedure:-

- (3) To apply the rudder lock, place both feet on the rudder pedals and observe the locking bolt at the forward end of the rudder-operating push-pull system. Move the rudder pedals until the hole for this bolt is directly under the bolt. To assist in this operation, gently pull the rudder locking control back until the bolt is nearly engaged. Further gentle application of the lock should then result in the lever moving right back easily. If, when completing the locking, immediate increase of resistance to moving the locking control lever right back is felt, slowly oscillate the rudder pedals, keeping a gentle backward pull on the lever until the rudder bolts are felt to enter.

- (4) The necessity for this final movement of the rudder pedals is due to the rudders being connected to the controls by torsion bars, which can allow them to be out of line with the controls when, for example, the aircraft is in cross wind. If it is found that the forward bolt enters the push-pull rod before the fin bolts are due to enter the rudder leading edges, the rudder pedals will be locked before the movement can be effected. In this case, the system must be regarded as un-serviceable and the action of the forward bolt must be retarded by adjustment, (Sect.3, Chap.4) to permit the above routine to be followed.

AILERON AND ELEVATOR LOCKS

11. These controls can only be locked after the rudders have been locked (Sect.2, Chap.1 and Sect.3, Chap.4) and the rudders cannot be unlocked until the manually inserted pins locking the ailerons and elevators have been removed. Consequently, the aircraft cannot take-off with locked controls. A label, secured to the cross bar of the rudder locking lever, is inscribed:- CAUTION - CHECK THAT THE ELEVATOR AND AILERON LOCKING PINS ARE OUT BEFORE RELEASING RUDDER LOCK.

TAXYING WITH RUDDERS LOCKED

12. The previously described pilot-operated rudder locking is provided to eliminate the possibility of damage to the rudders when taxiing in strong winds, steering then being effected by use of the engines and brakes.

FIRST PILOT'S OXYGEN POINT

13. This is located forward of the first pilot's engine control pedestal (fig.4) and is supplied direct from the oxygen manifold. The pilot has therefore, to observe the oxygen regulator gauge readings on the main panel to check the flow of oxygen.

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KEY TO FIG. 1

(ENGINE CONTROLS AND INSTRUMENTS)

STARTING RUNNING AND STOPPING

- 4 THROTTLE CONTROL LEVERS (4)
- 3 THROTTLE CONTROL LEVER LOCK
Lever up—ON
Lever down—OFF
- 5 IGNITION SWITCHES (8)
Two sets of 4—switches of each set operate independently, or in unison by using bridge plate
- 10 BOOST GAUGES (4)
- 6 ENGINE R.P.M. INDICATORS (4)
- 9 ENGINE SYNCHROSCOPE (Mod 362)

PROPELLERS

- 2 PROPELLER CONTROL LEVERS (4)
Lever up—INCREASE R.P.M.
Lever down—DECREASE R.P.M.
- 1 PROPELLER CONTROL LEVER LOCK
Lever up—ON
Lever down—OFF
- 8 FEATHERING PUSH-BUTTONS (4)

MISCELLANEOUS

- 7 ENGINE MASTER FUEL COCK SWITCHES (4)
Lever up—ON (open)

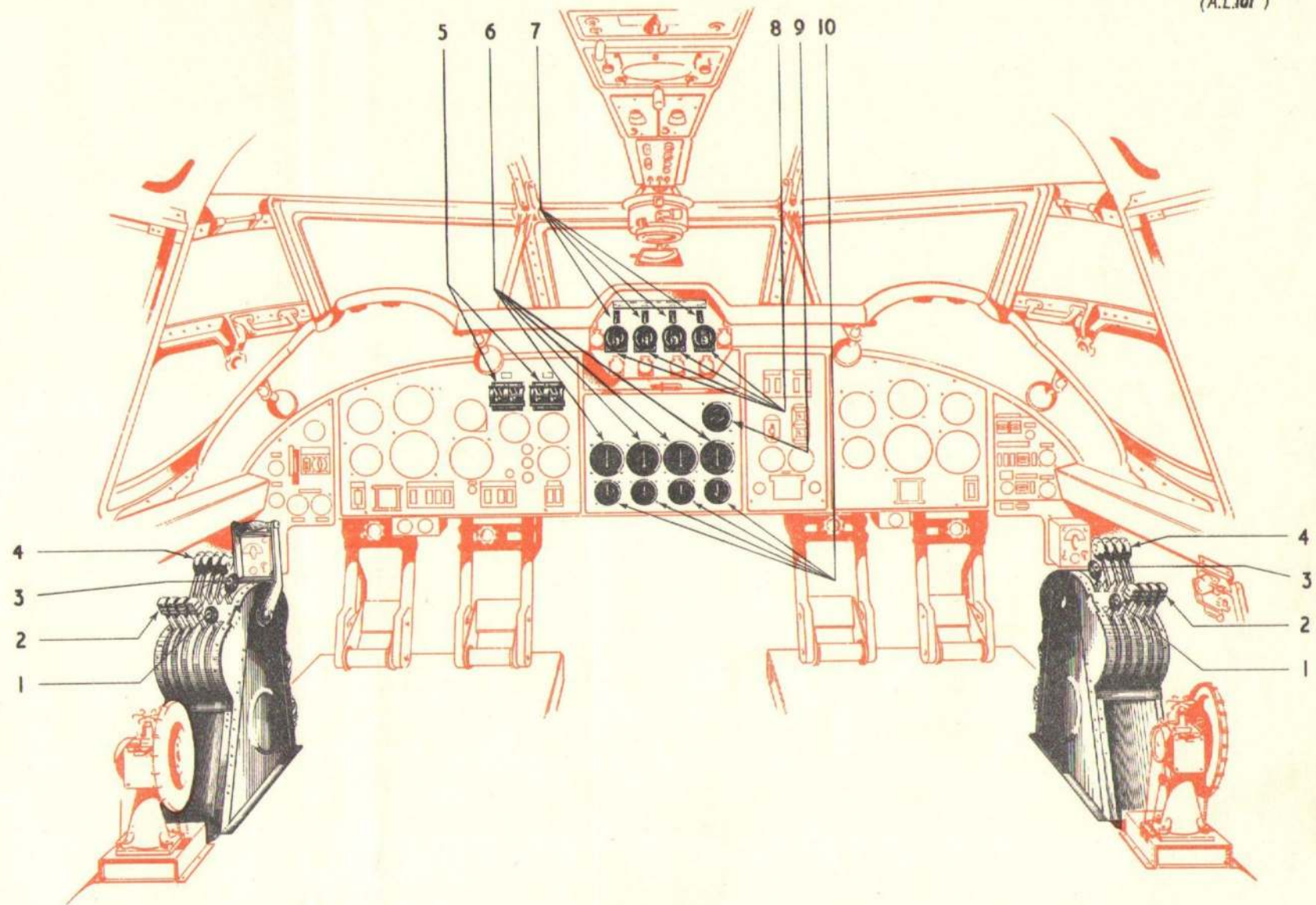


FIG. I. ENGINE CONTROLS AND INSTRUMENTS

(A.L.101, Sept. 57)

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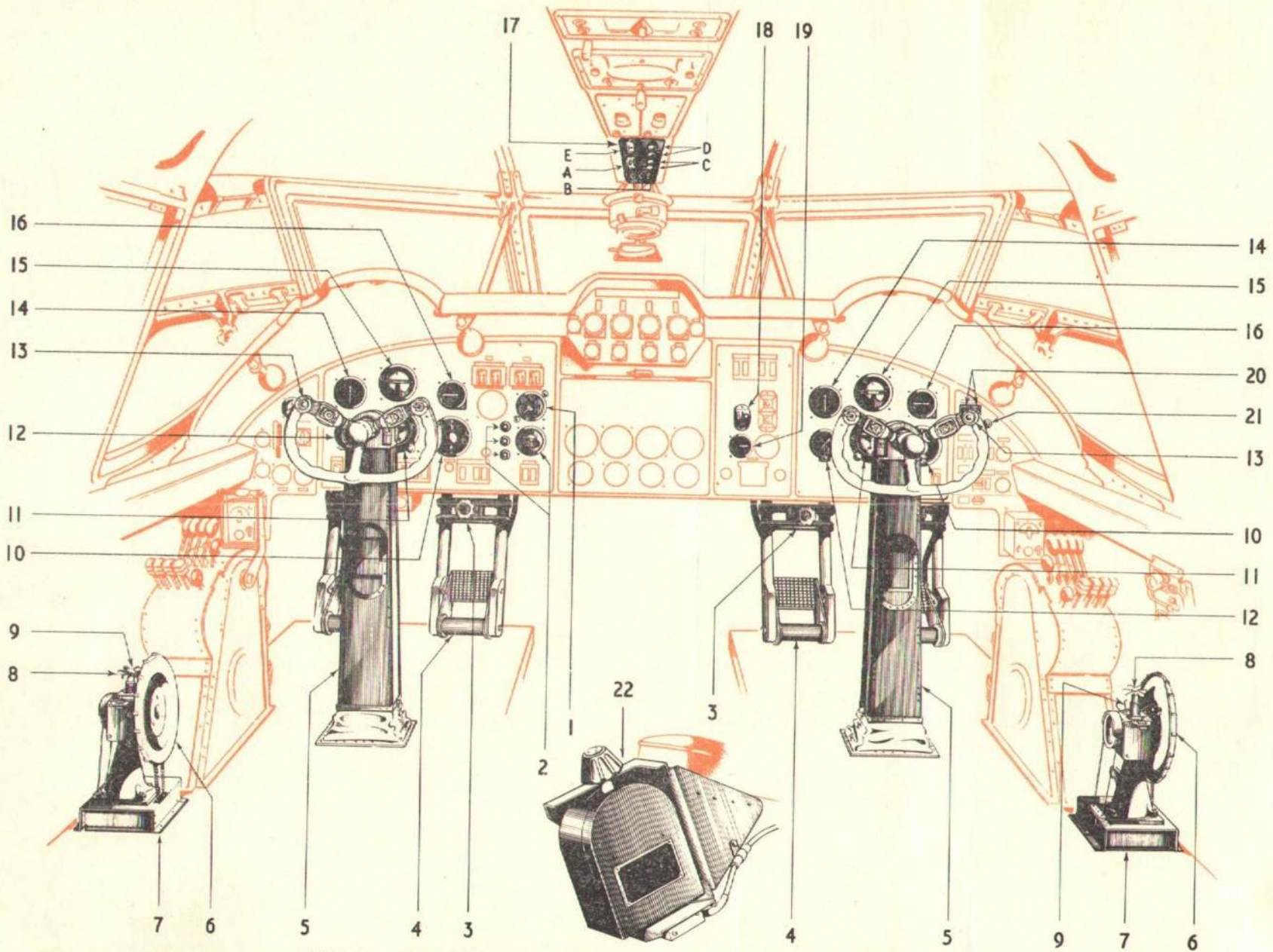


FIG. 2. FLYING CONTROLS AND INSTRUMENTS

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R E S T R I C T E D

KEY TO FIG. 4

(OPERATIONAL AND MISCELLANEOUS CONTROLS AND INSTRUMENTS)

OPERATIONAL CONTROLS

- 13 FLARE RELEASE PUSH-BUTTON
- 14 BOMB RELEASE PUSH-BUTTON
Operation releases single bombs or sticks of bombs fused and selected by air bomber
- 18 ILLUMINATOR FLARE SWITCHES—FIRST PILOT
- 29 ILLUMINATOR FLARE SWITCHES—SECOND PILOT
Port switch—START
Starboard switch—STOP
- 21 FLARE CHUTE RELEASE SWITCH
- 22 FLARE CHUTE DOORS "OPEN" INDICATOR
- 23 FLARE CHUTE DOORS SWITCH
- 32 BOMB DOOR INDICATOR
- 33 BOMB DOOR SWITCH WITH COVER—inscribed :—
THIS COVER TO BE IN POSITION WHEN LIFEBOAT IS CARRIED
Up—CLOSED
Down—OPEN
- 36 SCANNER "UP" INDICATOR LAMP (GREEN)

BRAKES—PNEUMATICALLY OPERATED

- 6 RUDDER PEDALS WITH FOOT-OPERATED BRAKE PEDALS
- 7 PNEUMATIC SYSTEM PRESSURE GAUGES
- 10 BRAKE SYSTEM PARKING LEVER
Up—ON

EMERGENCY

- 3 I.F.F. DISTRESS SWITCH
- 5 "ABANDON AIRCRAFT" ALARM SWITCH
- 19 LIFEBOAT RELEASE SWITCH (A.S.R. role)

- 20 EMERGENCY CALL LAMP
- 24 FUEL TANK FIRE EXTINGUISHER—PORT
Covered by hinged shield
- 25 FIRE WARNING LAMPS (4)
Incorporated in feathering switches
- 26 FUEL TANK FIRE EXTINGUISHER—STARBOARD
Covered by hinged shield
- 27 ENGINE FIRE EXTINGUISHERS (4)
Covered by hinged shields
- 28 JETTISON SWITCHES (2)
Port—PHOTO-FLASH
Starboard—FLARES
- 34 BOMB AND (AUXILIARY FUEL TANK) JETTISON HANDLE

MISCELLANEOUS

- 9 RUDDER LOCKING CONTROL HANDLE
Pull back to lock rudder
- 30 ALIGHTING GEAR SELECTOR PUSH-BUTTONS
Top—UP
Bottom—DOWN
- 31 ALIGHTING GEAR POSITION INDICATOR
- 1 and 2 SEAT ADJUSTING LEVERS
- 4 I.F.F. FIXED FREQUENCY ON—OFF SWITCH
- 8 FIRST PILOT'S OXYGEN POINT
No cut-off valve or flow indicator
- 35 SECOND PILOT'S OXYGEN POINT
- 11 TIME CLOCK
- 12 DIRECT VISION WINDOW FASTENER
- 15 "PRESS TO TRANSMIT" SWITCH
- 16 WINDSCREEN DE-ICING CONTROL VALVE
- 17 WINDSCREEN WIPER CONTROL VALVE



ADDENDA

The illustrations which follow depict the arrangement of the controls in the pilots' cockpit when Phase 1 and Phase 2 are embodied in the aircraft

PHASE 1, ADDENDUM 1

ILLUSTRATIONS

| | <i>Fig.</i> |
|---|-------------|
| <i>Pilots' panels</i> | |
| <i>(port, centre and emergency) ...</i> | 1A |
| <i>Pilot's panels (starboard) ...</i> | 2A |
| <i>Canopy control panel ...</i> | 3A |

PHASE 2, ADDENDUM 2

ILLUSTRATIONS

| | <i>Fig.</i> |
|--------------------------------------|-------------|
| ◀ <i>Canopy control panel ...</i> | 1B |
| <i>Port pilot's panel ...</i> | 2B |
| <i>Pilots' panels</i> | |
| <i>(centre and emergency) ...</i> | 3B |
| <i>Pilot's panel (starboard) ...</i> | 4B ▶ |

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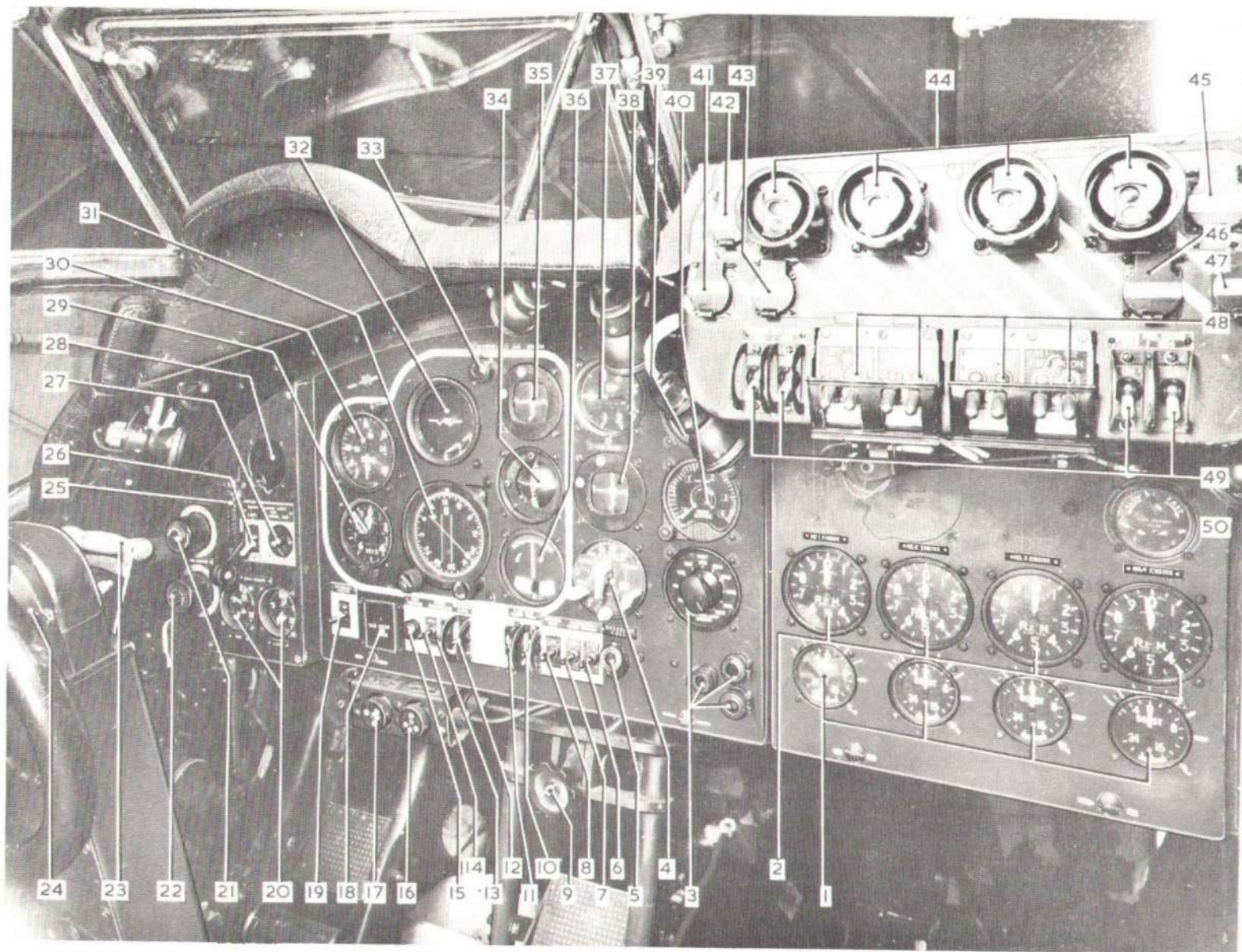


Fig.1A. Pilot's panels (port, centre and emergency) - Phase 1

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KEY TO FIG. 1A

Pilot's panels (port, centre and emergency panels) — Phase 1

- | | | | | | |
|----|--|----|-----------------------------------|------|---|
| 1 | BOOST GAUGES | 17 | WINDSCREEN DE-ICING CONTROL VALVE | - 37 | RATE OF CLIMB INDICATOR |
| 2 | TACHOMETERS | 18 | A.S.I. CORRECTOR CARD HOLDER | 38 | V.H.F. HOMER |
| 3 | ALTITUDE LIMIT INDICATORS AND LAMPS 1 clear, 2 green, 3 red (reading downwards) | 19 | EMERGENCY LIGHTING SWITCH | - 39 | RADIO COMPASS |
| 4 | ZERO READER CONTROL PANEL | 20 | BRAKE PRESSURE GAUGES | - 40 | RADIO ALTIMETER |
| 5 | EMERGENCY CALL LAMP | 21 | U/V LIGHTING DIMMER SWITCH | 41 | ENGINE FIRE EXTINGUISHERS SWITCH — PORT OUTBOARD |
| 6 | ILLUMINATED FLARE CONTROL — STOP SWITCH | 22 | RED LIGHTING DIMMER SWITCH | 42 | FUEL TANKS FIRE EXTINGUISHER SWITCH (PORT SYSTEM) |
| 7 | ILLUMINATED FLARE CONTROL — START SWITCH | 23 | RUDDER LOCKING CONTROL HANDLE | 43 | ENGINE FIRE EXTINGUISHERS SWITCH — PORT INBOARD |
| 8 | COMPASS LIGHT SWITCH | 24 | CONTROL COLUMN | 44 | FIRE WARNING LAMPS INCORPORATED IN PROPELLER FEATHERING SWITCHES |
| 9 | RUDDER PEDALS ADJUSTER | 25 | PARKING BRAKE LEVER | 45 | FUEL TANKS FIRE EXTINGUISHER SWITCH (STARBOARD SYSTEM) |
| 10 | FLARE HEAD FIRING SWITCH | 26 | TAXYING LAMPS SWITCH | 46 | ENGINE FIRE EXTINGUISHER SWITCH — STARBOARD INBOARD |
| 11 | FLARE HEAD MASTER SWITCH | 27 | LANDING LAMP SWITCH | 47 | ENGINE FIRE EXTINGUISHER SWITCH — STARBOARD OUTBOARD |
| 12 | ABANDON AIRCRAFT ALARM SWITCH | 28 | WATCH HOLDER | 48 | IGNITION SWITCHES |
| 13 | FLARE DOORS RELEASE — CLOSE SWITCH | 29 | ALTIMETER | 49 | MASTER FUEL COCK SWITCHES |
| 14 | FLARE DOORS RELEASE — OPEN SWITCH | 30 | AIR SPEED INDICATOR | 50 | ENGINE SYNCHROSCOPE |
| 15 | FLARE DOORS INDICATOR LIGHT | 31 | GYRO COMPASS | | |
| 16 | WINDSCREEN WIPER CONTROL | 32 | ARTIFICIAL HORIZON | | |
| | | 33 | I.L.S. MARKER LAMP | | |
| | | 34 | ZERO READER INDICATOR | | |
| | | 35 | I.L.S. INDICATOR | | |
| | | 36 | TURN AND SLIP INDICATOR | | |

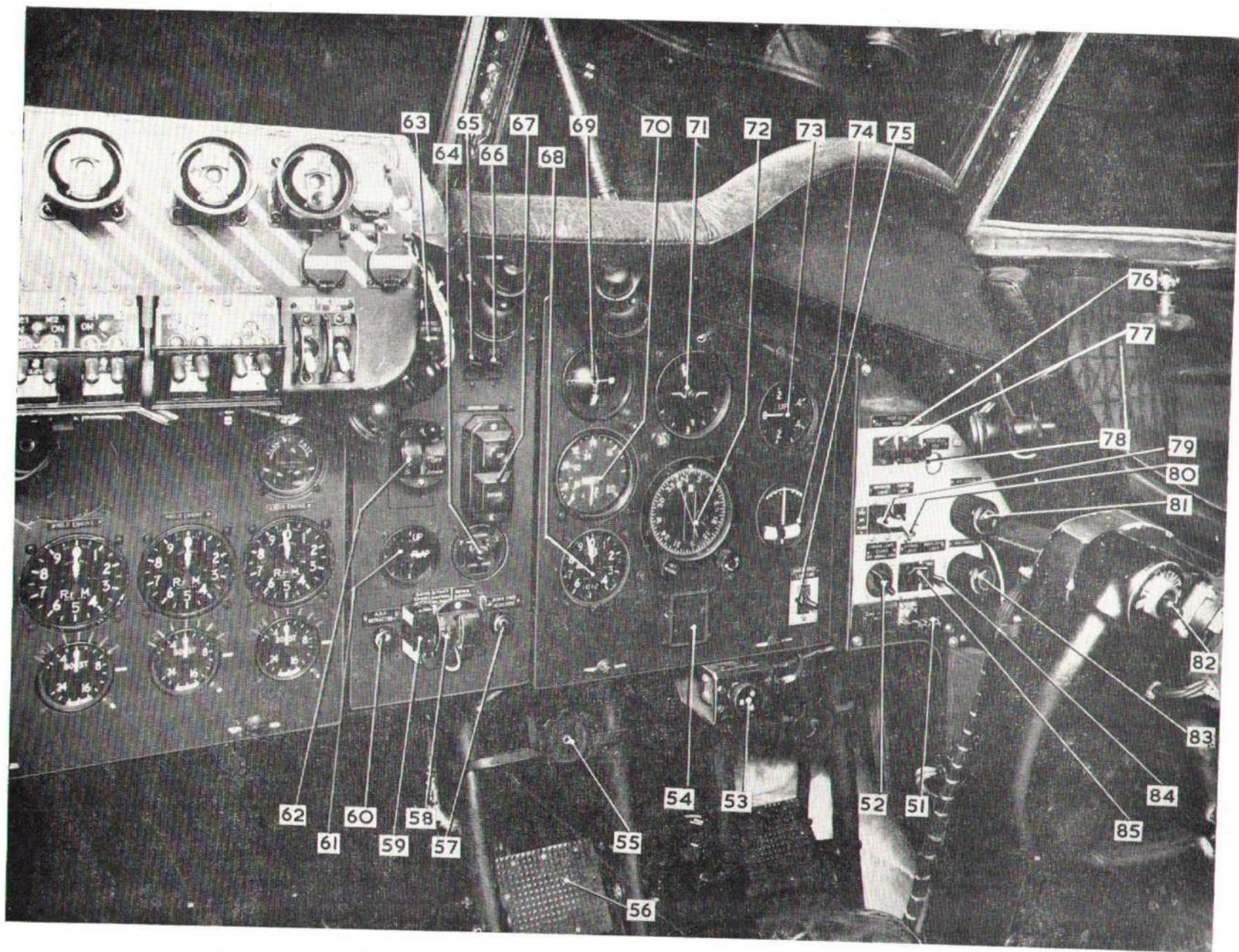


Fig. 2A. Pilot's panels (starboard) — Phase 1

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KEY TO FIG. 2A

Pilot's panel (starboard) — Phase 1

- | | | |
|--|---|--|
| <p>51 BOMB JETTISON HANDLE</p> <p>52 LANDING LAMPS SWITCH <i>OFF/NORMAL/HIGH</i></p> <p>53 WINDSCREEN WIPER CONTROL</p> <p>54 A.S.I. CORRECTION CARD HOLDER</p> <p>55 RUDDER PEDALS ADJUSTER</p> <p>56 RUDDER PEDALS</p> <p>57 BOMB DOOR POSITION INDICATOR</p> <p>58 BOMB DOOR CONTROL</p> <p>59 BOMB AND MUFF DOORS CONTROL (JET- TISON ONLY)</p> <p>60 A.S.V. RETRACTION WARNING LAMP</p> <p>61 FLAPS POSITION INDICATOR</p> <p>62 FLAP CONTROL LEVER</p> | <p>63 FLARE FIRING BUTTON</p> <p>64 ALIGHTING GEAR POSITION INDICATOR</p> <p>65 FLARE SWITCHES — START</p> <p>66 FLARE SWITCHES — STOP</p> <p>67 ALIGHTING GEAR OPERATIONAL SWITCHES <i>Top — UP</i> <i>Bottom — DOWN</i></p> <p>68 ALTIMETER</p> <p>69 ZERO READER INDICATOR</p> <p>70 AIR SPEED INDICATOR</p> <p>71 ARTIFICIAL HORIZON</p> <p>72 GYRO COMPASS</p> <p>73 RATE OF CLIMB INDICATOR</p> <p>74 TURN AND SLIP INDICATOR</p> | <p>75 EMERGENCY LIGHTING SWITCH</p> <p>76 PITOT HEAD SWITCH (PORT) <i>ON/TEST</i></p> <p>77 PITOT HEAD SWITCH (STARBOARD)</p> <p>78 PITOT HEAD TEST SOCKET</p> <p>79 NAVIGATION LIGHTS SWITCH <i>CONTINUOUS/OFF/FLASH</i></p> <p>80 TAXYING LIGHTS SWITCH</p> <p>81 U/V LIGHTING DIMMER SWITCH</p> <p>82 PRESS TO TRANSMIT SWITCH</p> <p>83 RED LIGHTING DIMMER SWITCH</p> <p>84 MORSE IDENTIFICATION LIGHTS KEY</p> <p>85 EXTERNAL LIGHTS MASTER SWITCH</p> |
|--|---|--|

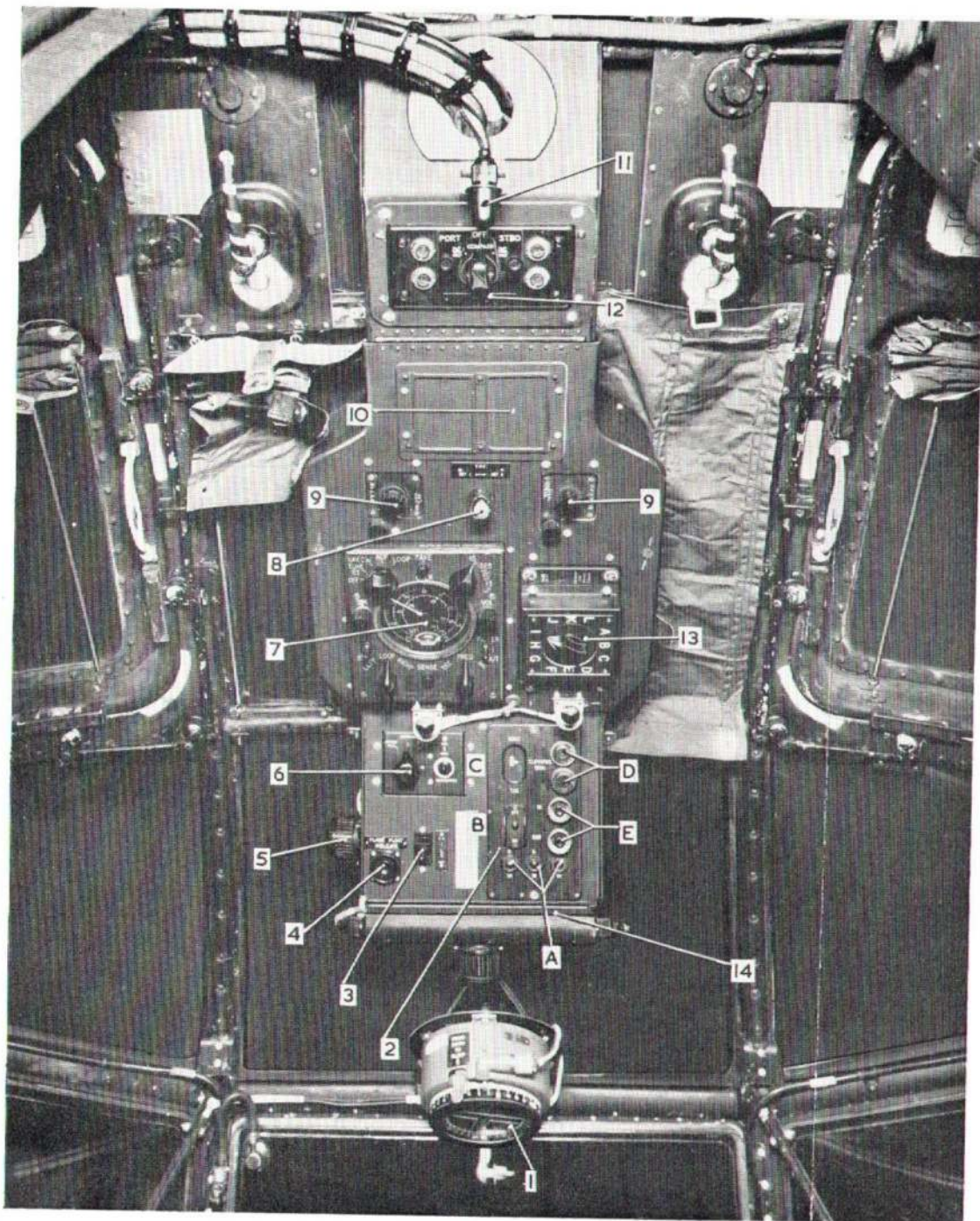


Fig. 3A. Canopy control panel — Phase 1

KEY TO FIG. 3A

Canopy control panel — Phase 1

- 1 ◀ P.12 COMPASS ▶
- 2 AUTO PILOT CONTROL INDICATOR PANEL
 - A. Rudder, aileron and elevator IN indicator lamps
 - B. ON/OFF switch
 - C. Elevator trim indicator
 - D. IN/OUT press buttons
 - E. Operational controls
- 3 I.L.S. MASTER SWITCH
- 4 FLAME FLOAT RELEASE
- 5 ◀ FLOODLIGHT DIMMER SWITCH
- 6 HOMING V.H.F.
- 7 RADIO COMPASS PANEL ▶
- 8 INSTRUMENT FLOODLIGHT
- 9 V.H.F. CONTROL UNIT
Set No. 1 Set No. 2
- 10 COMPASS CORRECTOR CARDS HOLDERS
- 11 INSTRUMENT FLOODLAMP
- 12 G4B COMPASS CONTROL PANEL
- 13 I.L.S. CONTROL UNIT
- 14 PANEL FLOODLAMP

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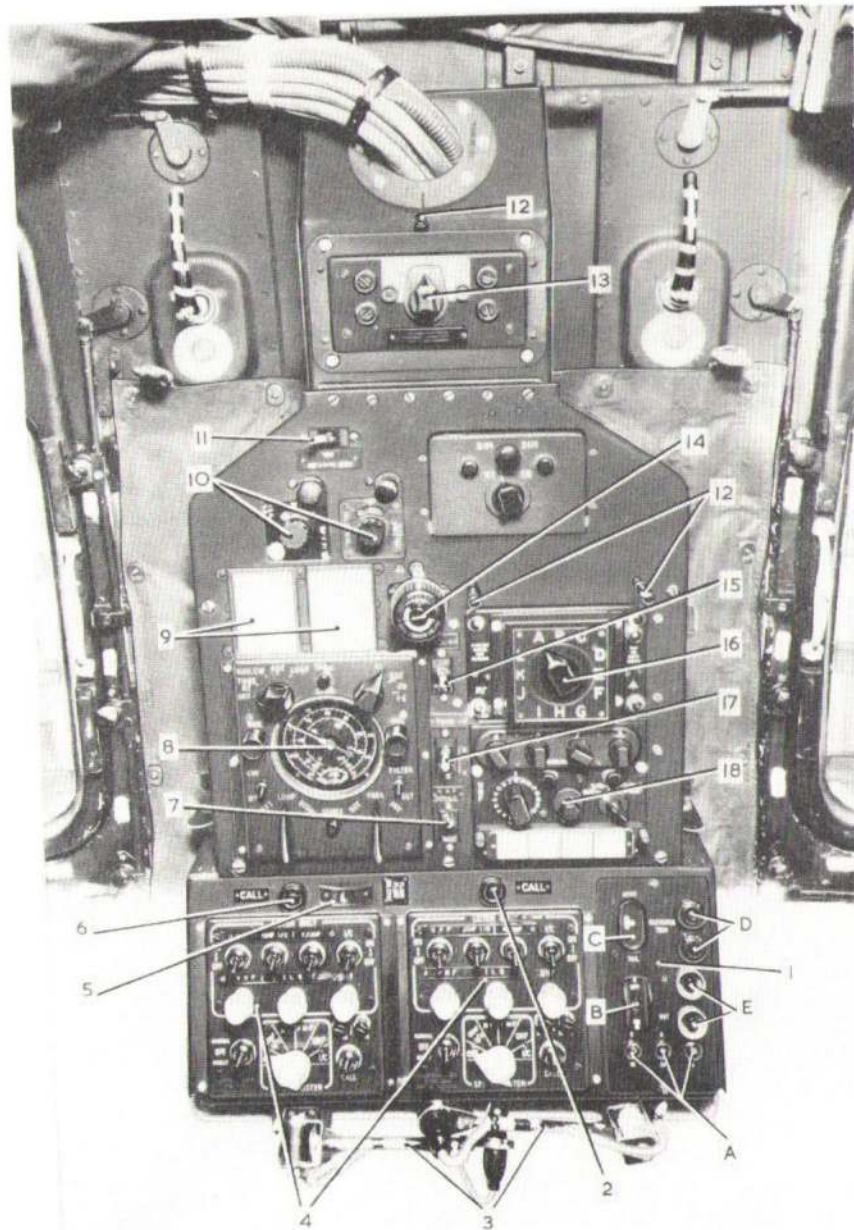


Fig.1B. Canopy control panel

KEY TO FIG. 1B CANOPY CONTROL PANEL - PHASE 2

1. AUTO PILOT CONTROL PANEL
 - A. Rudder, aileron and elevator IN indicator lamps.
 - B. ON/OFF switch
 - C. Elevator trim indicator
 - D. Operational controls
 - E. IN/OUT press buttons
2. INTERCOMM. CALL INDICATOR
3. ADJUSTABLE STALK LAMPS
4. INTERCOMM. CONTROL UNITS
5. FLAME FLOAT RELEASE SWITCH (Mod.645).
Left - RELEASE
Centre - OFF
6. INTERCOMM. CALL INDICATOR
7. U.H.F. AERIAL CHANGE-OVER SWITCH.
Up - A.E.1
Down - A.E.2
8. RADIO COMPASS PANEL
9. COMPASS CORRECTION CARD HOLDERS
10. V.H.F. CONTROL UNITS - SET 1, SET 2
11. V.H.F. SET 1 - SET 2 CHANGE-OVER SWITCH
Left - SET 1
Right - SET 2
12. PILLAR LIGHTS (Red)
13. G4B COMPASS CONTROL PANEL
14. DIMMER CONTROL SWITCH
15. I.L.S. MASTER SWITCH
Up - OFF
Down - ON
16. I.L.S. CONTROL UNIT
17. U.H.F. TONE CONTROL
18. CONTROL UNIT - A.R.I.18124/1.

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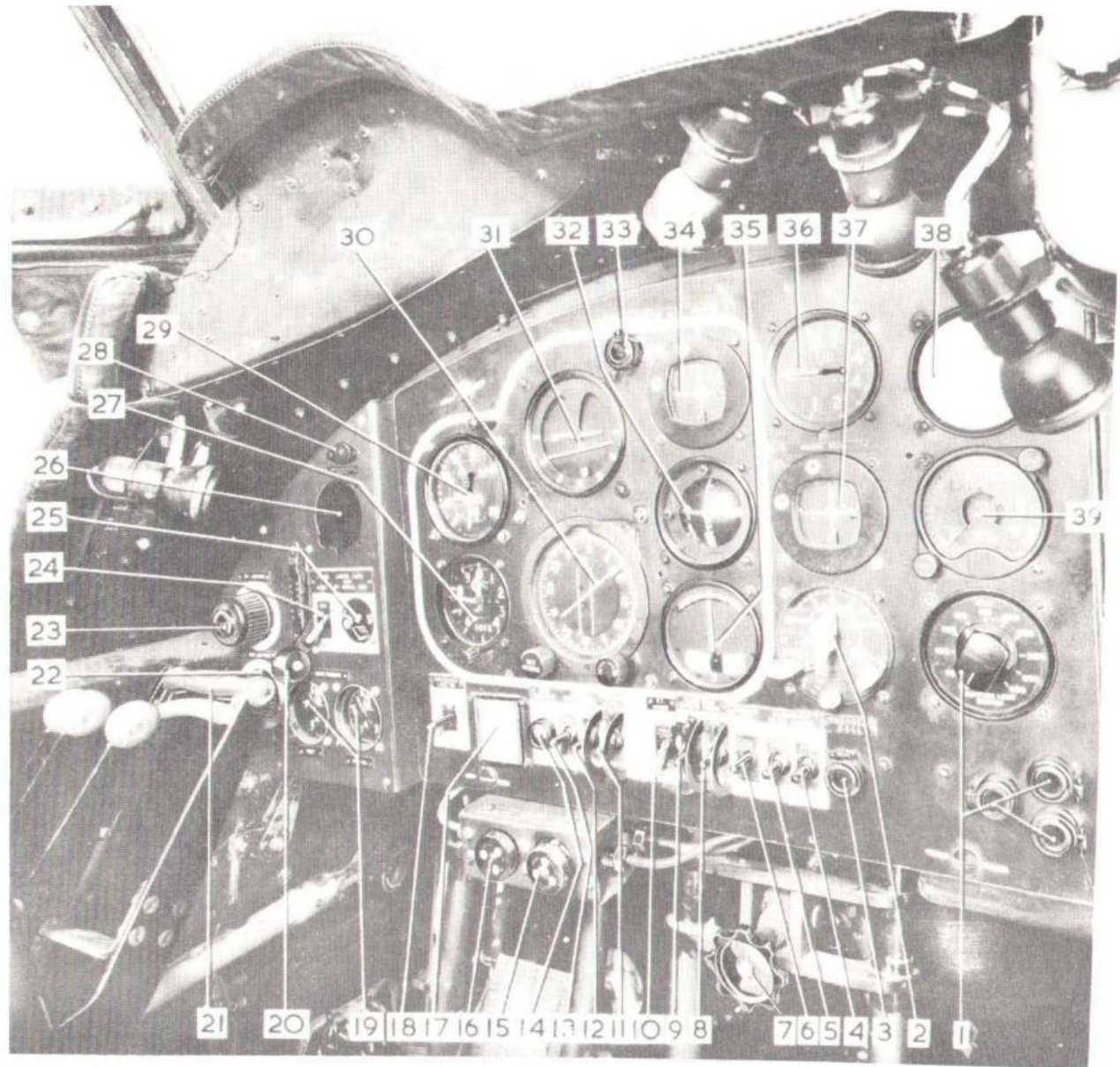


Fig. 2B. Port pilot's panel — Phase 2
 (◀ Mod. No. 987 ▶)
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KEY TO FIG. 2B
PORT PILOT'S PANEL - PHASE 2

- | | | |
|--|--|--|
| 1 ALTITUDE LIMIT SWITCH AND LAMPS 1 white, 2 green, 3 red (reading down). | 11 ABANDON AIRCRAFT ALARM SWITCH (Guarded) Up - ON Centre - OFF | 23 U/V LIGHTING DIMMER SWITCH |
| 2 ZERO READER CONTROL PANEL | 12 FLARE RELEASE SWITCH Up - ON Centre - OFF | ◀ 24 TAXYING LAMPS SWITCH ▶ (Master switch 57 must be on) Up - ON Down - OFF |
| 3 EMERGENCY CALL LAMP Red. | 13 FLARE DOORS SWITCH Up - OPEN Centre - OFF | 25 LANDING LAMP SWITCH (Master switch 57 must be on) Left - OFF Middle - NORMAL Right - HIGH |
| 4 ILLUMINATED FLARE CONTROL- STOP SWITCH Up - STOP Centre - OFF | 14 FLARE DOORS INDICATOR LIGHT Open | 26 CLOCK APERTURE |
| 5 ILLUMINATED FLARE CONTROL- START SWITCH Up - START Centre - OFF | 15 WINDSCREEN WIPER CONTROL VALVE | 27 ALTIMETER |
| 6 COMPASS LIGHT SWITCH Up - ON Centre - OFF | 16 WINDSCREEN DE-ICING CONTROL VALVE | ◀ 28 WINDSCREEN WASHING CONTROL SWITCH ▶ Press - ON Release - OFF |
| 7 RUDDER PEDALS ADJUSTER | 17 A.S.I. CORRECTION CARD HOLDER | 29 AIR SPEED INDICATOR |
| 8 FLARE HEAD FIRING SWITCH (Guarded) Up - ON Centre - OFF | 18 EMERGENCY LIGHTING SWITCH Up - ON Centre - OFF | 30 GYRO COMPASS |
| 9 FLARE HEAD MASTER SWITCH (Guarded) Up - ON Centre - OFF | 19 BRAKE PRESSURE GAUGES | 31 ARTIFICIAL HORIZON |
| 10 R.T. HOMER CONTROL SWITCH Up - MAX Centre - OFF Down - MIN. | 20 PARKING BRAKE LEVER Up - ON Down - OFF | 32 ZERO READER INDICATOR |
| | 21 RUDDER LOCKING CONTROL HANDLE Back - ON Forward - OFF | 33 I.L.S. MARKER LAMP |
| | 22 RED LIGHTING DIMMER SWITCH | 34 I.L.S. INDICATOR |
| | | 35 TURN AND SLIP INDICATOR |
| | | 36 RATE OF CLIMB INDICATOR |
| | | 37 INDICATOR TYPE 7 |
| | | 38 RADIO COMPASS |
| | | 39 RADIO ALTIMETER |

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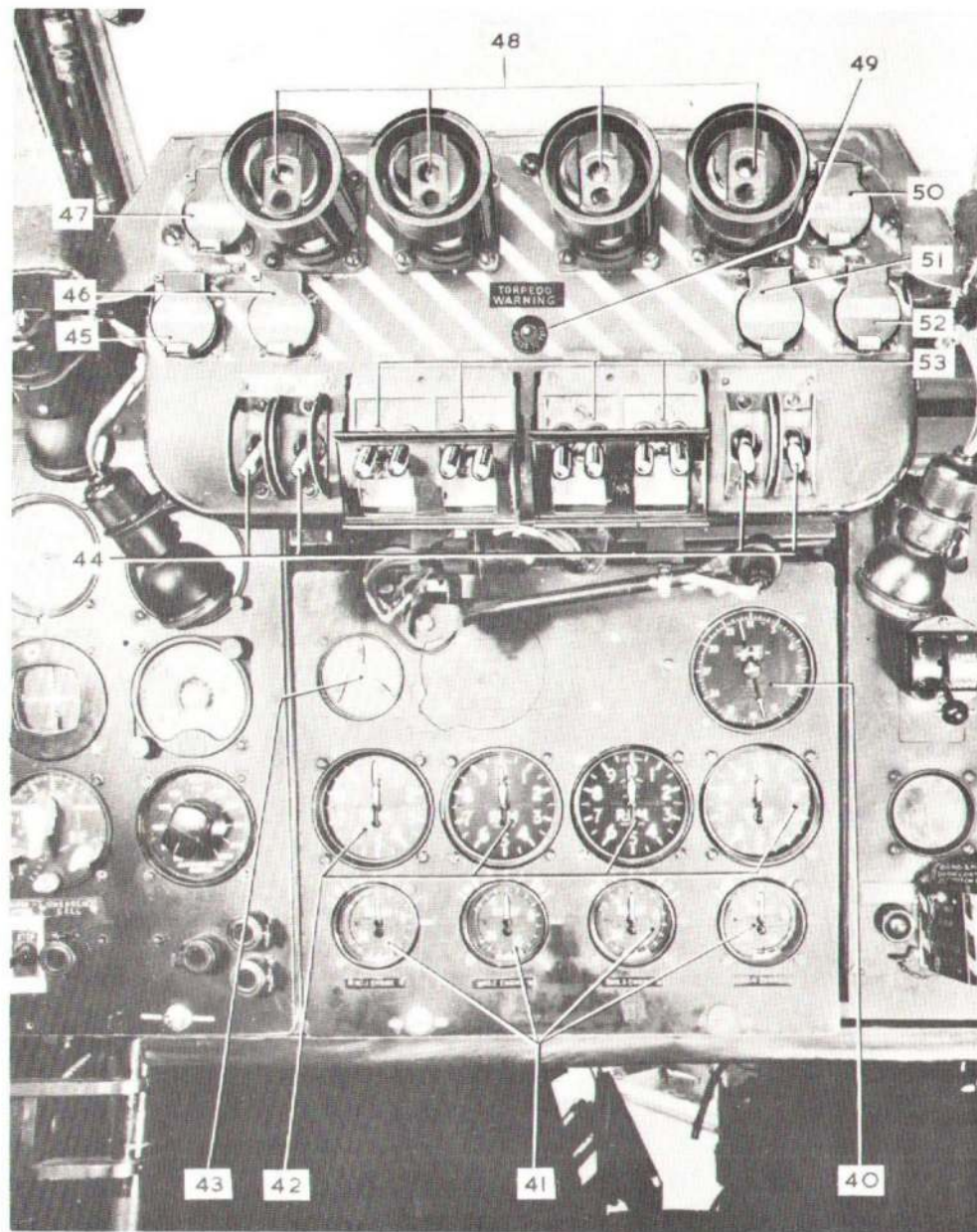


Fig.3B. Pilot's panels (centre and emergency) - Phase 2
(Mod. 922)

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KEY TO FIG. 3B
PILOT'S PANEL (CENTRE AND
EMERGENCY) - PHASE 2

- | | | |
|---|--|---|
| 40 ELECTRICAL INDICATOR - A.R.I.18107 | 47. FUEL TANKS FIRE EXTINGUISHERS SWITCH (PORT SYSTEM) Press - ON Release - OFF | 50. FUEL TANKS FIRE EXTINGUISHERS SWITCH (STARBOARD INBOARD) Press - ON Release - OFF |
| 41 BOOST GAUGES | | |
| 42 R.P.M. INDICATORS | | |
| 43 ENGINE SYNCHROSCOPE | | |
| 44 MASTER FUEL COCK SWITCHES (Guarded) Up - ON Centre - OFF | 48. PROPELLER FEATHERING SWITCHES INCORPORATING FIRE WARNING LAMPS (Guarded). Press - ON Release - OFF | 51. ENGINE FIRE EXTINGUISHERS SWITCH (STARBOARD INBOARD) Press - ON Release - OFF |
| 45. ENGINE FIRE EXTINGUISHERS SWITCH (PORT OUTBOARD) Press - ON Release - OFF | | 52. ENGINE FIRE EXTINGUISHERS SWITCH (STARBOARD OUTBOARD) Press - ON Release - OFF |
| 46. ENGINE FIRE EXTINGUISHERS SWITCH (PORT INBOARD) Press - ON Release - OFF | 49. TORPEDO WARNING LIGHT Press to test | 53. IGNITION SWITCHES (Guarded) Up - ON Down - OFF |

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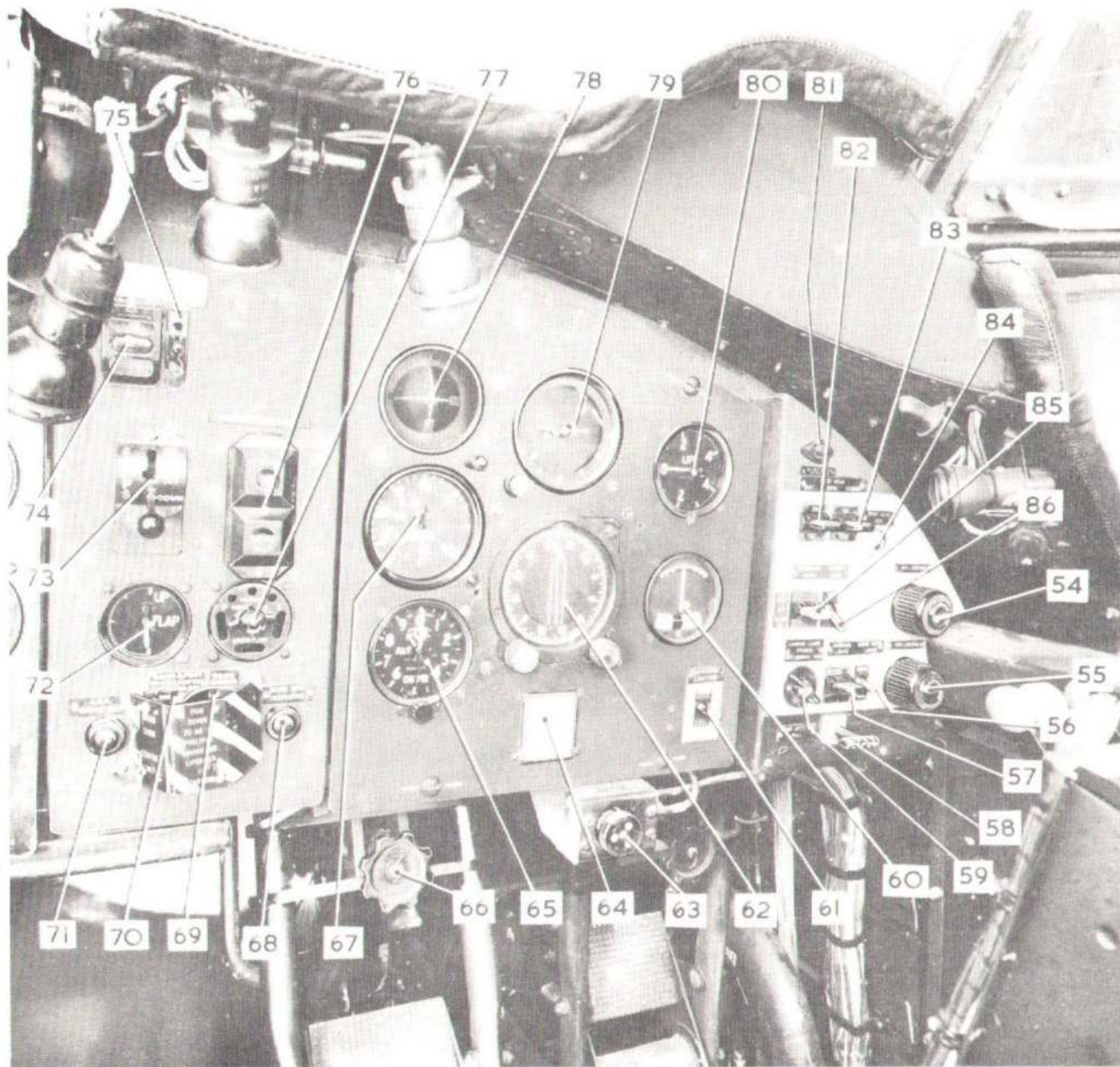


Fig. 4B. Pilot's panels (starboard)—Phase 2
(◀ Mod No: 987 ▶)

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KEY TO FIG. 4B

PILOT'S PANELS (STARBOARD) - PHASE 2

- | | | |
|--|--|---|
| 54. U/V LIGHTING DIMMER SWITCH | 67. AIR SPEED INDICATOR | 77. ALIGHTING GEAR POSITION INDICATOR |
| 55. RED LIGHTING DIMMER SWITCH | 68. BOMB DOOR POSITION INDICATOR | 78. ZERO READER INDICATOR |
| 56. MORSE IDENTIFICATION LIGHTS KEY Up - STEADY Down - MORSE Centre - OFF | 69. BOMB DOOR CONTROL (Gated) Up - CLOSED Down - OPEN | 79. ARTIFICIAL HORIZON |
| 57. EXTERNAL LIGHTS MASTER SWITCH Up - ON Centre - OFF | 70. BOMB AND MUFF DOOR CONTROL - JETTISON ONLY (Guarded) Up - OPEN Centre - OFF | 80. RATE OF CLIMB INDICATOR |
| 58. BOMB JETTISON HANDLE Pull to operate | 71. A.S.V. RETRACTION WARNING LAMP | 81. PITOT HEAD SWITCH - PORT Up - ON Centre - OFF Down - TEST |
| 59. LANDING LAMPS SWITCH Left - OFF Centre - NORMAL Right - HIGH | 72. FLAPS POSITION INDICATOR | 82. PITOT HEAD SWITCH - STARBOARD Up - ON Centre - OFF Down - TEST |
| 60. TURN AND SLIP INDICATOR | 73. FLAP CONTROL LEVER Up - UP Centre - TAKE OFF Down - DOWN | ◀ 83. WINDSCREEN WASHING CONTROL SWITCH Press - ON Release - OFF ▶ |
| 61. EMERGENCY LIGHTING SWITCH Up - ON Centre - OFF | 74. PHOTOFLASH JETTISON SWITCH (Guarded) Lift 4 times | 84. PITOT HEAD TEST SOCKET. |
| 62. GYRO COMPASS | 75. FLARE FIRING SWITCH (Guarded) Lift once | 85. NAVIGATION LIGHTS SWITCH Up - CONTINUOUS Centre - OFF Down - FLASH |
| 63. WINDSCREEN WIPER CONTROL VALVE | 76. ALIGHTING GEAR OPERATING SWITCHES Top - UP Bottom - DOWN | 86. TAXYING LIGHTS SWITCH Up - ON Down - OFF |
| 64. A.S.I. CORRECTION CARD HOLDER | | |
| 65. ALTIMETER | | |
| 66. RUDDER PEDALS ADJUSTER | | |

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