GROUP 5

MISCELLANEOUS INSTRUMENTS

LIST OF CONTENTS

	Para.
Introduction	1
DESCRIPTION	
Oxygen regulator and pressure gauge	2
Hydraulic pressure gauges and warning lamp ..	3
Anti-'G' system pressure gauge..	4
Alighting gear indicator and warning lamp ..	5
Warning lamps and indicators	6
SERVICING	
General	7
REMOVAL AND ASSEMBLY	
General	8

Introduction

1. This group contains a description of the various instruments installed in this aircraft, which cannot be included with those in the other groups of this chapter. The necessary servicing information required to maintain these instruments in an efficient condition is also included. For a general description of the aircraft's instrument installation as a whole, reference should be made to Group 1 of this chapter. Detailed information on the standard components used will be found in the relevant Air Publications, which are quoted in the appropriate paragraphs of this group.

DESCRIPTION

Oxygen regulator and pressure gauge

2. The Mk.17B or Mk.17 demand regulator is located at the forward end of the cabin starboard shelf and is used to control the oxygen installation. The controls consist of an ON/OFF valve, an air cut-off lever and an emergency toggle switch, together with a combined flow and blinker indicator. The operation of the regulator is fully automatic and once turned on, supplies oxygen in accordance with the pilot's demand from sea level to 50,000 ft. The Mk.3 oxygen pressure gauge is situated at the bottom of the starboard instrument panel just above the regulator. It is provided to indicate the contents of the oxygen cylinders. The oxygen system is described in detail in Section 3, Chapter 10 of this volume and a full description of the regulator and pressure gauge will be found in A.P.1275A, Vol.1.

Hydraulic pressure gauges and warning lamp

3. The hydraulic pressure gauges are all mounted on the port side of the cabin and consist of a brake pressure gauge and two air pressure gauges for the undercarriage and flap emergency system, together with a gauge for the brake accumulator. The brake pressure gauge is a Dunlop AC0.9719 triple unit, which is located at the forward end of the cabin port shelf and indicates the pressure applied to each brake and that available in the hydraulic system. The undercarriage and flap emergency air pressure gauges are Mk.14KK type instruments, which are situated at the rear portion of the cabin port shelf. The gauge indicating the pressure in the brake accumulator is a Mk.14LL instrument, which is also located on the rear portion of the cabin port shelf and is provided with a label indicating that the brakes will not operate at a pressure below 1,500 lb. per sq.in. A warning lamp to indicate hydraulic system failure is also provided and this is mounted on the port instrument panel. The hydraulic system and the emergency air system are both described in Section 3, Chapter 6 of this volume, while the hydraulic failure warning lamp circuit is covered in Group D.2 of Section 5, Chapter 1 also of this volume. Information on the Mk.14 series of gauges will be found in A.P.1275A, Vol.1.

Anti-'G' system pressure gauge

4. A gauge, to indicate the pressure in the anti-'G' air bottles, is located on a bracket attached to the fuselage structure above the cabin starboard shelf. It is a Mk.14KK instrument, which is fully described in A.P.1275A, Vol.1. The anti-'G' system is described in Section 3, Chapter 13 of this volume.

Alighting gear indicator and warning lamp

5. These are both mounted on the port instrument panel and a full description, together with a routing and theoretical diagram of the circuit is given in Group D.8 of Section 5, Chapter 1 of this volume.

Warning lamps and indicators

6. Apart from the warning lamps and indicators described in the groups of this chapter, various other lamps and indicators are also provided and descriptions of these, together with routing and theoretical diagrams of the circuits will be found in the appropriate groups of Section 5, Chapter 1 of this volume.

SERVICING

General

7. The necessary servicing required to maintain the oxygen regulator and the pressure gauges de-

scribed in this group in an efficient condition and the standard serviceability tests, which should be applied, including the equipment to be used and the method of conducting the tests is contained in the appropriate chapters of A.P.1275A, Vol.1.

REMOVAL AND ASSEMBLY

General

8. Once access has been obtained the removal of the components described in this group should present no difficulties, but care must be taken to observe the safety recommendations given in Section 3, Chapter 6, 10 and 13 to ensure that no damage to the aircraft or injury to personnel occurs when carrying out these operations.