

AMENDMENTS

Amendment lists will be issued as necessary and should be inserted in the appropriate place in the Notes. New or amended paragraphs will be indicated by triangles positioned in the text thus: ◀.....▶ to show the extent of the amended text, and thus: ▶▶ to show where text has been deleted. When a page is issued or re-issued by amendment the number of the Amendment will appear at the bottom of the page. When a chapter is issued or re-issued in a completely revised form the triangles will not appear. Incorporation of an Amendment list must be certified by inserting the date of its issue, the date of incorporation and and signature below.

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Comments and suggestions regarding Pilot's Notes should be forwarded to the Officer Commanding, Handling Squadron, Royal Air Force, Boscombe Down, Wiltshire.

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AIRCREW NOTES
BUCCANEER S. Mk. 1

BY COMMAND OF THE DEFENCE COUNCIL

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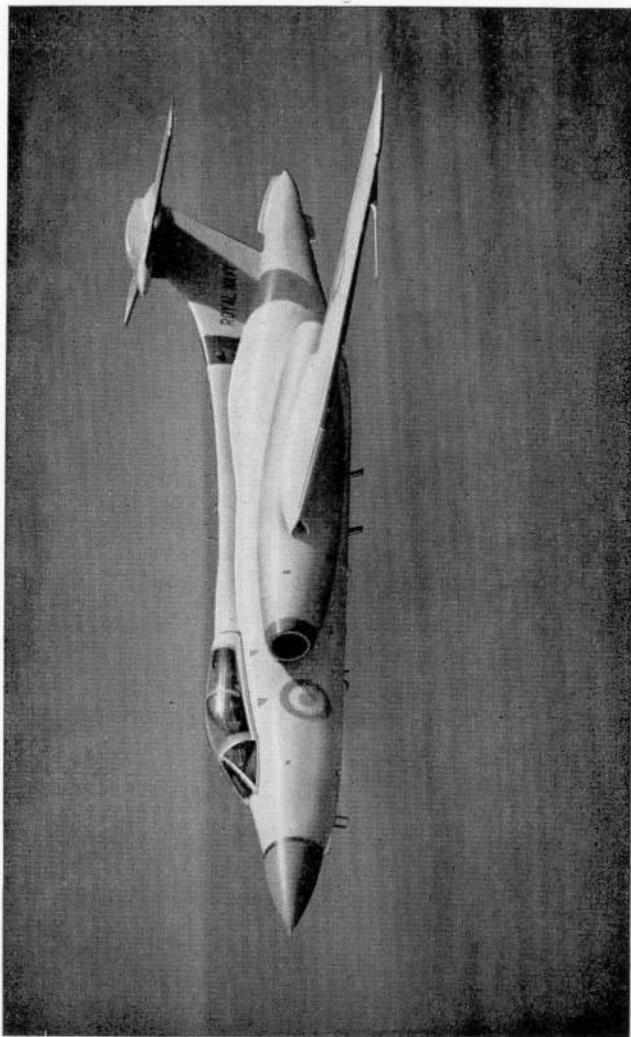
(Ministry of Defence)

FOR USE IN THE ROYAL NAVY

Prepared by the Ministry of Technology

NOTES TO USERS

- ◀ 1. These Notes are complementary to AP.129 (6th Edition) Flying and reference should also be made to the Operating Data Manual for the aircraft.
2. The limitations quoted in Part II are mandatory and are not to be exceeded except in emergency. The contents of other Parts of the book are mainly advisory but instructions containing the word "must" are also mandatory.
3. The Notes are divided by marker cards into four Parts, each consisting of a number of chapters listed on the marker card. A Folio Sheet reference number is at the top left hand corner of each sheet, each Part starting at FS1. The following conventions also apply:—
 - (a) Words in large capital letters in the text indicate the actual markings on the controls concerned.
 - (b) Unless otherwise stated all airspeeds, Mach numbers, and accelerations quoted are indicated values.
- ◀ 4. The Flight Reference Cards (AP.101B-1201-14) are issued separately from these Notes and are subject to separate amendment procedure, but they are an integral part of the Notes and reference is made to them where necessary. ▶
5. When first published these Notes included information covering the then current Special Flying Instructions. Each Amendment List instruction sheet includes a list of further Special Flying Instructions and a list of the modifications covered by the Amendment.
6. Modification numbers are only referred to in these Notes when it is necessary to differentiate between pre and post mod. states. For ease of reference a list of modifications mentioned by number in the text is included before the main contents list, with a cross reference to the position in the text where details of the modification are given.



LIST OF ASSOCIATED AIR PUBLICATIONS

<i>Title</i>	<i>A.P. No.</i>
Aircraft hydraulic equipment	1803 series
Aircraft pressurisation and air conditioning equipment	4340
Aircraft pressure fuelling equipment ...	4511
Aircraft refuelling in flight	4611
Ejection seats and escape equipment	4288 (Naval)
Electrical manuals	4343 series
Fire prevention and extinguishing equip- ment in aircraft	957C
Fuel and oil system components	4737A
Gyron Junior ECU Mk. 10101	4696A
Instrument manuals	1275 series
Integrated flight instruments and control systems	4685 series
Palouste Mk. 101 low pressure air supply for aero-engine starting	4677A
Powered flying control units and equipment	4603F
A.R.I. 18107/2 (TACAN)	2534N
A.R.I. 18120/4	2531L
A.R.I. 5848 (IFF Mk. 10)	2887N
A.R.I. 18124/1DC	2531J
A.R.I. 23057	2531N
A.R.I. 18179/1	4736A
Armament installation in naval aircraft, Buccaneer	(N) 1023 (13)
◀Buccaneer S Mk. 1 aircraft	101B-1201-1▶

INTRODUCTION

The Buccaneer S. Mk. 1 is a low-level, long range strike aircraft, powered by two Gyron Junior engines. It carries a crew of two, pilot and observer, seated in tandem and enclosed by a single canopy. Fully powered flying controls are operated by a duplicated hydraulic system which is entirely separate from a General Services system. A Mk. 20 autopilot system is provided. Fire warning and failure of certain essential services are indicated on a standard warning panel.

2. Fuel is carried in eight fuselage tanks and, when required in two tanks, one under each mainplane. A bomb bay with revolving door houses the armament stores; some conventional stores can also be carried in lieu of the overload fuel tanks or in combination with them. In the photographic role the bomb bay houses the cameras.

3. For descriptive purposes in these Notes, the controls and instruments are arranged in the following main groups:

Instrument panel	From wall to wall across the front of the pilot's cockpit. An additional sub (port control) panel is to the left of the instrument panel.
Port and Starboard consoles		A shelf running fore and aft on either side of each cockpit.
Port and Starboard walls		Above their respective consoles.
Standby control panel	On the starboard wall of the pilot's cockpit, forward.
Switch panel	On the starboard wall of the pilot's cockpit.

4. These Notes do not necessarily cover aircraft prior to the 1st production aircraft unless they are modified to that standard. The cockpit photographs were taken in the 3rd production aircraft.

List of modification numbers mentioned in text

Mod. No.	Brief description	Location in text of mod. details Pt. Ch. Para.
331	Throttle override for UC warn- ing light	I 7 2(c)
◀438	Improved autopilot limit switch	II 1 21(a)▶
478	Intro. E2B compass light ...	I 9 15(b)
497	Standard warning system im- provements	I 13 1&2
533	New-type check valve in oxy- gen system	FRC
613	Intro. FFFD fire warning system	I 13 4(b)
631	Intro. underwater escape ...	I 12 10
658	Navigation equipment stowage	I 9 10
670	Autopilot reduced aileron travel	I 6 8(b)
671	Autopilot, reduced limits for tailplane authority	II 1 21(a)
691	Remounts mainplane pressure head	II 1 6
◀698	Lighting for control column trim indicator	II 1 21(a)
707	Repositions Air Data trans- ducers	II 1 21(a)▶
723	Connects DL ASI to standby system	I 8 16
734	Removal of BLC wingtip and tailplane tip pressure gauges	I 4 4(c)
751	Improved armament and jetti- son selectors	I 16 6&11
756	Release of trapped pressure in wheelbrakes	III 3 3
780	Simultaneous jettisoning of all conventional stores	I 16 12
793	Aileron stops	I 6 7
824	AC power indicator lamps for 2,000 lb store installation ...	I 16 15(c)
828	BLC single-pole test switches ...	I 4 4(f)
839	Improved autopilot computer	II 1 21(a)
852	SWS warning for radio bay overheating	I 11 13(c)
871	Observer's windscreen ...	II 1 22(b)

<i>Mod. No.</i>	<i>Brief description</i>	<i>Location in text of mod. details Pt. Ch. Para.</i>
880	Air purging of fuel jettison lines	I 2 13(a)
881	Fixed probe, in-flight refuelling	I 2 20
882	Improved pitot head	II 1 21(a)
917	LOX pack without rapid stabilisation	I 12 14(b)
923	Improved wiring for wing tank fuel transfer	I 2 27
988	Connects autopilot electrically	II 1 21(a)
992	In-flight refuelling requirement	II 1 19
994	LOX pack with rapid stabilisation	I 12 14(c)
1001	Navigation equipment stowage	I 9 10
1019	Autopilot computer with improved temperature limits ...	I 6 13(b)
1044	Strengthened airbrake petals ...	III 2 3(d) (iv) (ii)
1067	Wingtank explosion suppression on DC normal busbar ...	I 13 11(c)
1085	Reconnects DL ASI to main system	I 8 16
1117	Transistorised standby UHF ...	I 14 6(b)
1123	Reduced tailplane trim authority	I 6 6(a) (ii)
1125	Increased stroke bomb door jack	II 1 23(d)
1146	Mk. 7B radio altimeter ...	I 14 25(c)
1192	Fail-safe JPT datum	I 5 7(c)
1198	Seat-pan firing handle pin stowage	I 12 9
1232	Improved tailplane PFCUS ...	II 1 21(a)
5020	Wide-band homer	I 14 30
5030	Bullpup removable items ...	I 16 14
5085	Three camera film indicators ...	I 16 21(a)
5089	Non-retractable FR probe ...	II 1 19

Mod. No.	Brief description	tex of mod. Location in details Pt. Ch. Para.
GJ 1225	Mod. to all-speed governor ...	{ I 2 31(c) } I 2 32(a) (i) NOTE
ES 3209	Pin replaces seat-pan firing handle safety lock	I 12 3
STI/BUCC 89	Improved air purging of fuel jettison lines	I 2 13(a)
◀151B	Remove fuses from crash re- lays, etc.	I 1 8, 10 &14 I 13 11(c)▶

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