

Chapter 5 FIRE PROTECTION SYSTEM

(Completely revised)

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DESCRIPTION

Introduction

1. As a precaution against fire in the engine bay, provision is made for fire warning and fire-extinguishing systems. The systems, which are electrically operated, are independent and their circuits together with the servicing of the electrical components are covered in Sect. 5 of this volume.

Fire protection system

2. Aircraft to Mod. 3475 standard have ten non-resetting fire detectors, set to operate at 210 deg. C., for detecting a fire in the engine

bay; aircraft to Mod. 3418 standard have ten resetting fire detectors which are set to operate at 300 deg. C. The detectors are wired in parallel and connected to a red warning lamp in the cabin.

Fire extinguisher system

3. A Graviner extinguisher bottle, which contains methyl bromide at a pressure of 100 p.s.i., is located in the port flap shroud. The bottle is connected to a spray ring around the engine diffuser casing (*fig. 1*), or to port and starboard feed pipes which terminate in spray nozzles (*fig. 2*). The bottle is operated

electrically by a push-button switch on the instrument panel in the cabin (*Sect. 1, Chap. 3*).

General

4. The methyl bromide in the extinguisher bottle is dyed and thus gives visual evidence of discharge, in which event the cause must be investigated and a replacement bottle fitted. Instructions regarding the electrical tests which must be carried out are given in Sect. 5, Chap. 1. It is important that the small holes in the spray ring or the nozzles of the systems are kept clear.

Note. Mod. 3418
 Ten resetting fire detectors
 Mod. 3475
 Ten non-resetting fire detectors

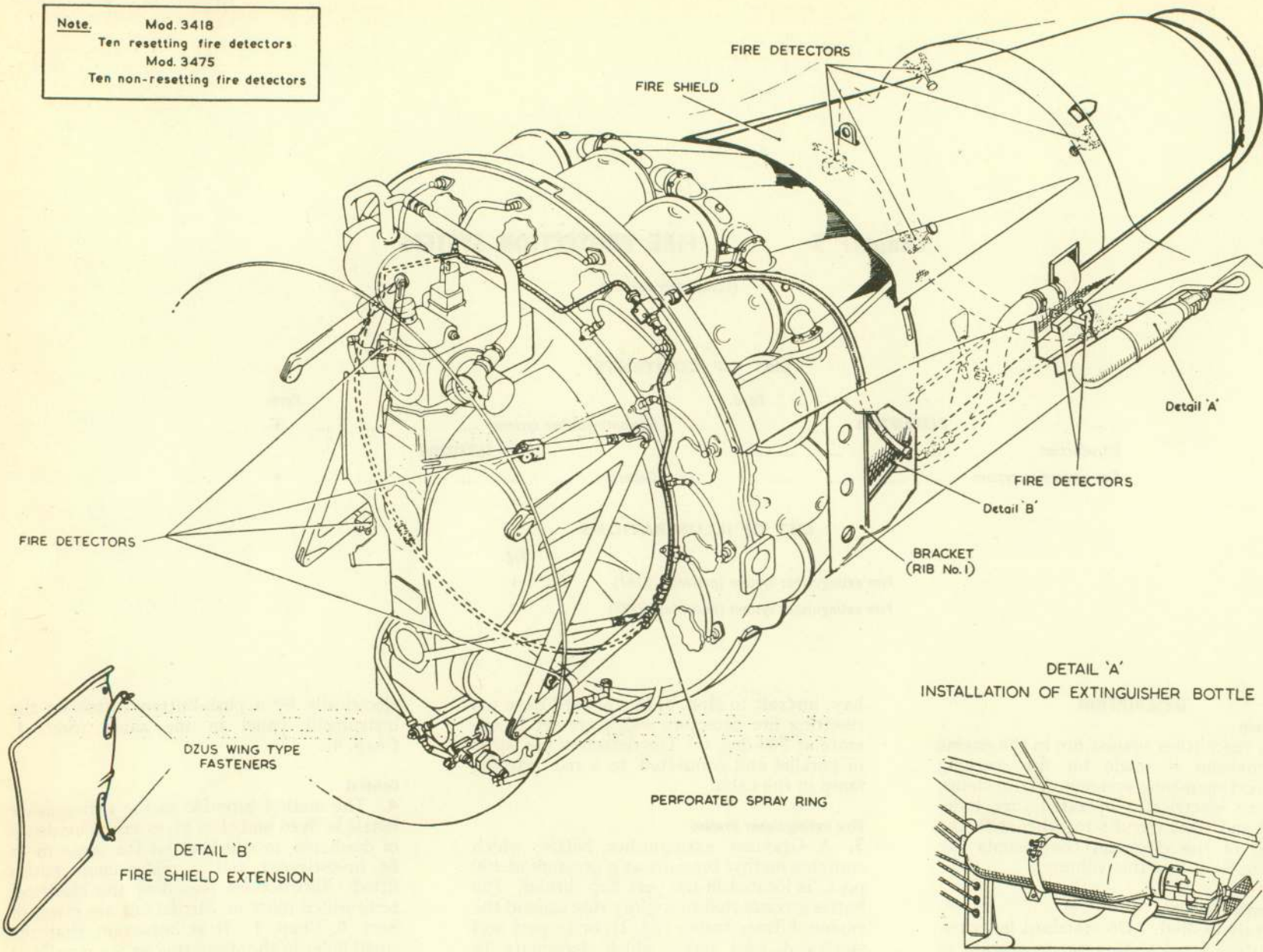


Fig. 1. Fire extinguisher system (pre-Mod. 3287)

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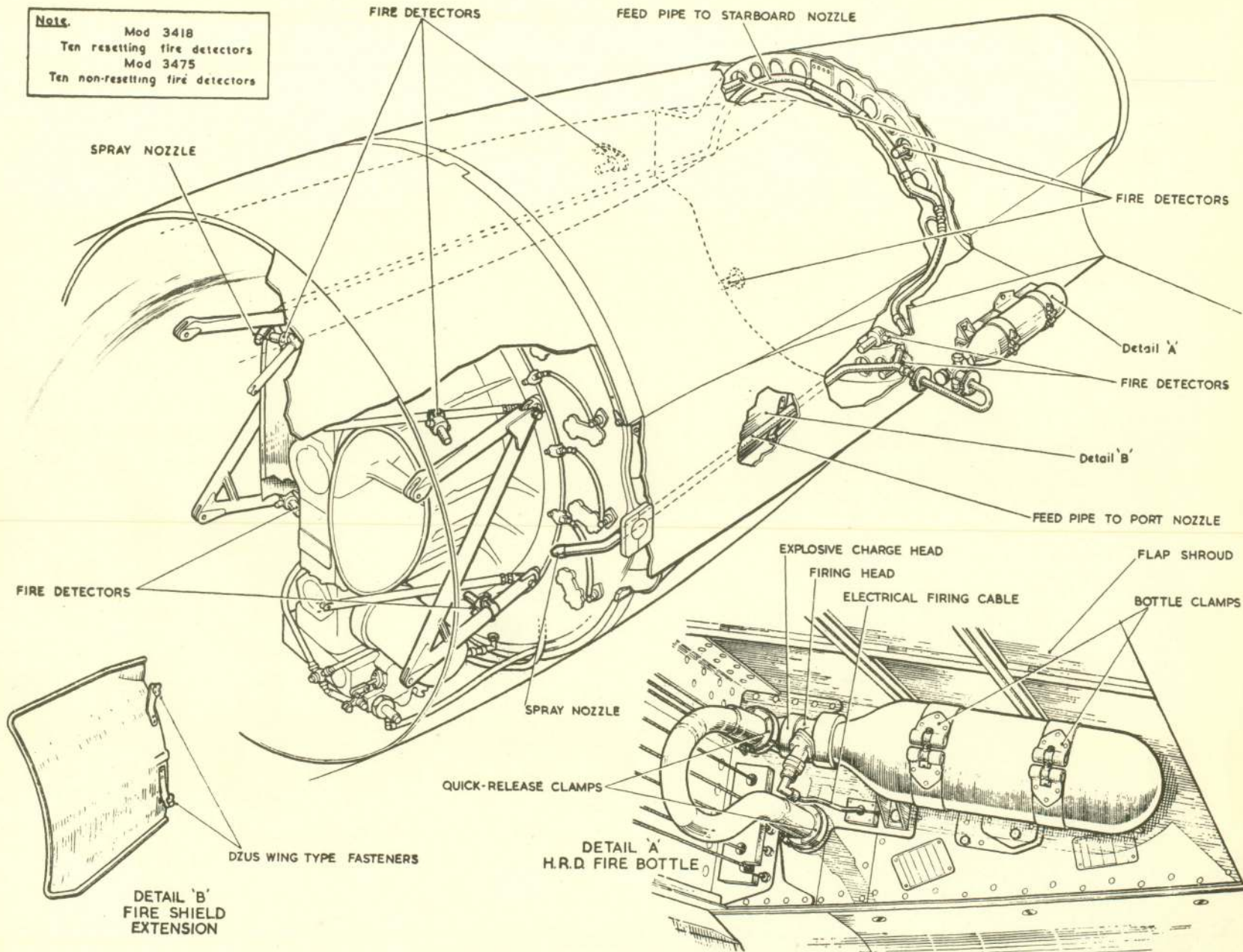


Fig. 2. Fire extinguisher system (post-Mod. 3287)

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