GENERAL INFORMATION

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LIST OF ILLUSTRATIONS

INSTRUMENT PANEL

Description

1. All the instrument indicators, except for the oxygen indicator, are fitted to one instrument panel mounted in front of the pilots. The panel is secured by six anti-vibration mountings to cross members between the fuselage walls.

2. These anti-vibration mountings are located one at each corner and two centrally at the bottom of the panel, the lower four being hinged such that, when all six Oddie pin fasteners securing the panel to the anti-vibration mountings have been removed, the panel may be swung rearward and downward, the extent being governed by the length of two strain wires anchored to the cabin structure and secured to the top of the panel by key-rings.

3. This arrangement allows the backs of the instruments to be conveniently accessible for servicing.

4. The instrument dial markings and pointers, except where specified in the text, have been fluorized so that they may be discernible in the dark due to the action of the ultra-violet cabin lighting (Chap. 1, App. 1, Group H).

5. The blind flying instruments are grouped centrally on the panel and are encompassed by a painted white continuous line, the panel face itself being finished with black paint.

Servicing

6. General notes on instrument panels and their mountings are contained in the following Air Publication.

Equipment	Air Publication
Instrument panel and anit-vibration mounting	1275A, Vol. 1, Sect. 10, Chap. 1

7. The paint finish of the panel should be periodically inspected for scratches, while the anti-vibration mountings should be checked for resilience and serviceability.

Removal

Warning . . .

Both gyro gun sights must be raised to the combat position BEFORE the instrument panel is lowered.

8. To remove the panel from the aircraft, proceed as follows:—

(1) Render the aircraft electrically safe by moving the ground/flight switch actuating rod OUT and ensuring that no external supply is connected to the aircraft.

(2) Loosen the six Oddie pin fasteners securing the panel to the anti-vibration mountings.

(3) Disconnect looms C5, C6, C22 and C25 from J.B.3 and loom C22 from J.B.4. Disconnect the plugs from the Rebecca Mk. 7 control unit, Type 909, and range and heading meter. Also disconnect the exhaust gas thermometer cables.

(4) The pressure and static pipe lines must now be removed, together with the three flexible pipe connections to the brake pressure gauge.

Warning . . .
The brake pressure gauge pipe unions are not to be loosened until the pneumatic system pressure has been exhausted (*Sect.* 3, *Chap.* 7).

(5) Disconnect the two strain wires from the panel and remove the four bolts and castellated nuts from the four lower anti-vibration mounting hinges by first removing the split pins. The panel should now be free from the aircraft.

9. When refitting the panel, the reverse of the aforementioned procedure should be adopted, taking care:—

(1) To fit new split pins to lock the castellated nuts at the panel hinges.

(2) To ensure that the brake pressure gauge connections are leakproof, and

(3) That the pressure and static flexible pipe lines are correctly secured to the panel connections (Group A of this Appendix).

INTERPRETATION OF ILLUSTRATIONS

Location and access

10. Generally, a location and access illustration appears at the beginning of each group, but where a single instrument system warrants an illustration devoted entirely to it, this has been included in the relevant group.

Theoretical and routing

11. Where applicable, each electrical instrument circuit is shown, individually, on a combined routing and theoretical chart. Each of these illustrations is divided vertically by dotted lines, the columns thus formed representing actual aircraft locations. These columns are headed with the particular location.

12. The plug and socket references are given, together with the individual pole references; if a rubber grommet is fitted, this is indicated on the routing chart.

13. Each circuit is shown as it would be with the aircraft standing on the ground, all switches OFF and no external supply connected.

14. Cable codings are given adjacent to each cable, while the cable rating is shown by the use of arrowed annotations. The cable rating abbreviations are as contained in Chap. 1, App. 1, Gen. Inf.

Method of reading a routing chart

15. This is described in Chap. 1, App. 1, Gen. Inf.