

PART I DESCRIPTIVE

NOTE.—Throughout this publication the following conventions apply:—

- (a) Words in capital letters indicate the actual markings on the controls concerned.
- (b) The numbers quoted in brackets after items in the text refer to the illustrations in Part VI.
- (c) Unless otherwise stated all airspeeds and Mach numbers quoted are "Indicated".

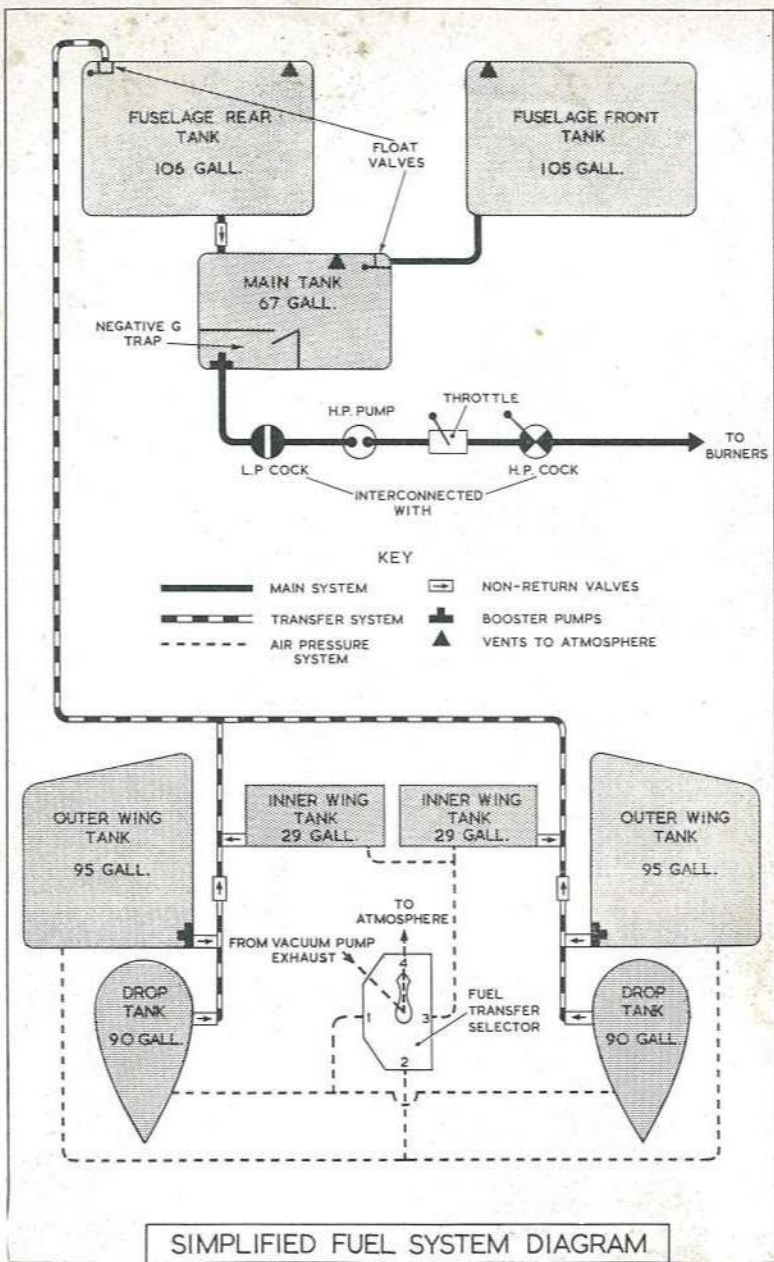
1. Introduction

- (i) The Wyvern S.4 is a single-seat Naval strike aircraft powered by a single Python 3 axial flow propeller-turbine engine, driving two four-bladed counter-rotating constant-speed propellers and developing 3,375 shaft horsepower plus 1,340 lb. static thrust at sea level.
- (ii) A Mk. 1B pilot ejection seat is fitted.

FUEL AND OIL SYSTEMS

2. Fuel tanks

- (i) Fuel is carried internally in three fuselage tanks, two inner wing tanks and two outer wing tanks. Except for the two outer wing tanks which form part of the wings structure, all tanks are of the flexible self-sealing type. Two wing drop tanks may also be carried. They may be jettisoned by means of the lever on the port side of the pilot's seat.



PART I—DESCRIPTIVE

(ii) The capacities of the tanks are:—

Main tank	67 gall.
Fuselage rear tank	106 gall.
Fuselage front tank	105 gall.
Inner wing tanks (2 × 29 gall.) ...	58 gall.
Outer wing tanks (2 × 95 gall.) ...	190 gall.
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Total (internal)	526 gall.
Drop tanks (2 × 90 gall.)	180 gall.
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Total (all tanks)	706 gall.

(iii) A negative “g” trap is fitted in the main tank to permit at least 15 seconds inverted flight.

(iv) All fuselage tanks are vented to atmosphere.

3. Fuel transfer system

(i) Fuel is transferred from the outer wing, inner wing and drop tanks to the fuselage rear tank by means of air pressure from the exhaust side of the vacuum pump, the air first passing through a four-way selector cock on the port shelf. Transfer from the outer wing tanks is assisted by an electrically-operated booster pump in each tank. These two pumps are switched on when the selector cock (10) is set to OUTER WING.

(ii) The four positions of the selector cock are:—

DROP TANK, OUTER WING, INNER WING, and FUSELAGE USE LAST. At FUSELAGE air pressure is vented to atmosphere.

(iii) The FUSELAGE tank position should only be used for take-off and after all fuel has been used from the drop and wing tanks.

(iv) The fuselage rear and front tanks drain in that order by gravity to the main tank, which acts as a collector and from which fuel is fed to the engine.

(v) When approximately 245 gallons remain in the fuselage tank group a red light (41) on the starboard side of the instrument panel comes on.

PART I—DESCRIPTIVE

4. Engine fuel system

From the main tank fuel is delivered by the submerged booster pump, which is switched on whenever the H.P. cock is moved fully open, through the L.P. cock to the engine-driven H.P. pump. From the pump the high pressure fuel passes to the flow control unit (F.C.U.), which is in effect a combined throttle and barometric pressure control. This unit ensures a correct fuel supply for varying conditions of altitude, forward speed and throttle setting. From the F.C.U., fuel is fed to the combined H.P. cock and burner pressure valve.

5. Fuel contents gauges

Three electric fuel contents gauges (40) on the starboard side of the instrument panel indicate the contents of the

Fuselage tank group

Inner wing tanks

Outer wing tanks

6. H.P. cock control lever

(i) Movement of the lever (4) on the inboard side of the throttle quadrant in addition to operating the H.P. cock also controls the:—

L.P. fuel cock

Main tank booster pump

Propeller reverse torque circuit

Propeller unfeathering circuit

(ii) The lever should only be used when starting or stopping the engine.

7. Oil system

(i) An oil tank, holding nine gallons of oil with a three-gallon airspace, is situated on the starboard side forward of the fire wall. Provision is made for an immersion heater to be fitted in very low temperatures. A

PART I—DESCRIPTIVE

negative "g" valve is also incorporated to maintain a constant oil supply during negative "g" flight conditions.

- (ii) Two oil coolers are provided, one in each wing leading edge. Cooling is controlled automatically by electrically-operated two-position shutters, which are set to operate at oil temperatures between 40° and 60°C.
- (iii) Oil pressure and temperature gauges are located on the starboard side of the instrument panel.
- (iv) The propeller accessories have a separate $\frac{1}{2}$ pint oil system.
- (v) An electrically-operated feathering pump is fitted.

ENGINE CONTROLS

8. Throttle control lever

- (i) The throttle lever (7) moves in a quadrant, marked GROUND IDLING, FLIGHT IDLING (gated) and TAKE-OFF (gated), on the cockpit port wall. A friction damper (5) is mounted on the inboard side of the quadrant.
- (ii) The throttle lever gives complete control over the engine and propeller through the flow control unit, the propeller control unit and, when fitted, the anticipator.
- (iii) The propeller control unit acts as a constant speed unit, controlling propeller pitch to maintain constant r.p.m. under all conditions of power and airspeed. In the air, engine speed is maintained at 7,800 r.p.m. between FLIGHT IDLING and TAKE-OFF. At TAKE-OFF engine speed is maintained at 8,000 r.p.m.
- (iv) The anticipator, at present not fitted, is designed to improve thrust response to throttle movement.

9. Propeller blade stops

- (i) Two fine-pitch stops are provided on the propeller, one fixed at 8° pitch and the other, the removable flight fine pitch stop, set at 24 $\frac{1}{2}$ ° pitch.

PART I—DESCRIPTIVE

- (ii) The flight fine-pitch stop is a safety device preventing the blades fining off in flight to an angle of dangerously high drag and low thrust in the event of P.C.U. failure.
- (iii) The fine-pitch stop is removable, since for conditions combining low airspeed and power, and for ground running a finer angle than 24 $\frac{1}{2}$ ° is required. In the air this finer angle is required to maintain constant r.p.m. and on the ground it is required to provide the least possible resistance to the idling turbine, and to reduce idling thrust to a minimum.
- (iv) The removable stop is manually controlled by a switch (15) on the port shelf. The three positions are:—

NORMAL

The stop is removed when the undercarriage is lowered and engaged when it is retracted. During take-off, with the throttle fully open, the stop is also engaged through a switch on the throttle box. This prevents the blades fining off in the event of P.C.U. failure.

EMERGENCY

The stop is positively engaged under all conditions. It is for use in the event of P.C.U. failure.

WITHDRAWN

The stop is withdrawn. This is for use in low airspeed/power conditions with the undercarriage up.

10. Reverse torque system

- (i) Under conditions which may cause the propeller to drive the turbine, e.g. engine failure, the automatic system comes into operation to coarsen the propeller pitch, the P.C.U. being assisted by the feathering pump. This is indicated by a red warning light (37) on the instrument panel.
- (ii) In the event of complete engine failure, the blades will move almost to the feathered position to reduce drag to a minimum. To complete the feathering operation it will be necessary to close the H.P. cock and press the propeller starting pitch button (14).

11. Propeller starting pitch and parking brake control

- (i) A pushbutton on the port shelf is used in conjunction with the H.P. cock lever to operate the feathering pump and to apply the propeller parking brake.
- (ii) When the H.P. cock lever is ON, pressing the button starts the feathering pump which causes the propellers to move to fully fine.
- (iii) When the H.P. cock lever is CLOSED, pressing the pushbutton starts the feathering pump, which causes the blades to feather and applies the parking brake. The brake is fitted to reduce engine running down time and to prevent windmilling. When the H.P. cock is moved to ON, the brake is released.

12. Engine instruments

- (i) These are grouped on the starboard side of the instrument panel and consist of a tachometer, jet pipe temperature gauge, oil pressure and temperature gauges, a torquemeter gauge (35), and a fuel distributor pressure gauge (36).
- (ii) The torquemeter gauge registers the oil pressure in the torquemeter system and gives an indication of the shaft horsepower developed by the engine.
 - At 8,000 r.p.m. S.H.P. = $11.25 \times$ Torquemeter pressure
 - At 7,800 r.p.m. S.H.P. = $11 \times$ Torquemeter pressure
- (iii) There is no workable relation between fuel distributor pressure and fuel consumption. The instrument is primarily intended for ground test use.

13. Engine starter controls

- (i) The starter motor may be operated by means of one of two electrically fired cartridges, selected by a two position switch (21) on the port side of the instrument panel. When the adjacent shielded pushbutton is pressed the cartridge is fired.

- (ii) Compressed air, which may be used alternatively for starting, is fed via a quick release coupling forward of the port oil cooler.
- (iii) The ignition switch (22), on the port side of the instrument panel, is tripped up to START and down to OFF, being spring-loaded to the central position. It controls the supply of current to the igniters, and to the starting and fuel bleed solenoid valves. When the switch has been set to START it will return to central but the circuit will remain energised until automatically switched off when approximately 2,700 r.p.m. are reached. A green warning light adjacent to the switch remains on as long as the circuit is energised.
- (iv) When the circuit is in operation the torch igniters are energised, the starting valve allows fuel to flow to the starting atomisers and the bleed valve returns surplus fuel to the inlet side of the H.P. pumps. When the circuit is switched off, either by the automatic cut-out or when the ignition switch is set to OFF, the torch igniters are switched off, the solenoid valves closed and all available fuel is fed to the burners.

MAIN SERVICES

14. Electrical system (24 volt)

- (i) A single 3,000 watt engine-driven generator supplies the whole of the electrical system and charges two 12-volt aircraft batteries connected in series.
- (ii) A resettable generator field circuit breaker (60) on the cockpit starboard shelf protects the generator circuit. It should normally be in.
- (iii) A generator failure red warning light (34), on the upper starboard side of the instrument panel, indicates whenever the generator is not supplying power.
- (iv) A Ground/Flight switch (58) is on the cockpit starboard shelf. If in flight it is desired to isolate all electrical services from the batteries, e.g. in the event of a crash landing, it should be set to GROUND. At this position only the fire-extinguisher inertia switch is in circuit.
- (v) The external ground starter battery socket is inside the port fuselage door aft of the wing.

15. Hydraulic system

- (i) Two engine-driven hydraulic pumps connected in parallel operate the:—

Air brakes

Arrester hook

Flaps

Undercarriage

Wing folding mechanism

- (ii) A hydraulic accumulator is fitted for the operation of the arrester hook only. It enables the hook to be lowered and raised once when hydraulic power is not available.
- (iii) A handpump, at the port side of the pilot's seat, is provided for ground test operation of all services.
- (iv) For emergency lowering of the undercarriage and for full lowering of the inner flaps respectively, two air cylinders having a common charging point are incorporated. They are charged before flight to a pressure of 1,800 lb./sq. in.

16. Pneumatic system

- (i) An engine-driven compressor charges an air bottle to a pressure of 450 to 470 lb./sq. in. for the operation of the wheel brakes. The main pressure, which is indicated on the single reading pressure gauge (42) on the starboard side of the instrument panel, is reduced to 150 lb./sq. in. at each wheel brake.
- (ii) A ground charging valve for the air bottle is situated below the front fuselage.
- (iii) The wheel brakes are controlled by a lever at the forward side of the control column handgrip. Differential control is effected by movement of the rudder pedals. The brakes are applied automatically while the undercarriage is being raised.

17. Vacuum system

- (i) An engine driven vacuum pump operates the gyro-driven flight instruments. No vacuum gauge is fitted.
- (ii) The exhaust side of the pump provides pressure for the operation of the fuel transfer system.

AIRCRAFT CONTROLS

18. Flying controls

- (i) The flying controls are conventional. The rudder pedals can be adjusted for reach by a central foot-operated wheel.
- (ii) The ailerons and the port elevator incorporate torsion-bar operated spring tabs.

19. Control column folding

Before operating the ejection seat the control column handgrip should be folded forward. This is effected by first moving the lever (45), at the base of the handgrip, sideways to break the locking wire and then the control column springs forward. When testing, the control column should be in the fully aft position to avoid damage to the flight instruments.

20. Flying controls locking gear

- (i) *Internal locking (see overleaf)*

The seat should first be fully lowered and the rudder bar centralised. The ailerons and elevator controls are then locked by means of two rods, attached to a clamp which engages with the control column handgrip. The other ends of the rods are clipped respectively to the cockpit starboard wall and to the side of the ejection seat port thigh guard. The rudder is locked by inserting a pin, attached by wire to the handgrip clamp, through a hole in the cockpit floor immediately aft of the rudder bar.

- (ii) *External locking*

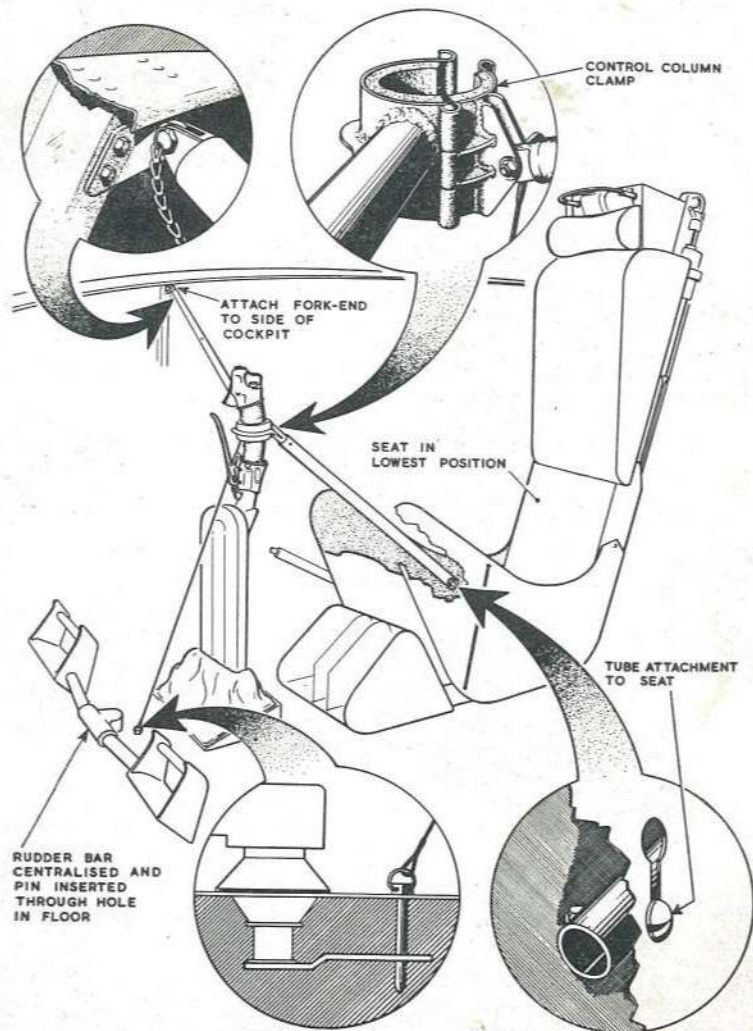
Built-in locks are provided for the ailerons. They are operated by special keys, which have warning pennants attached, and which can only be removed from the locks

PART I—DESCRIPTIVE

when the ailerons are unlocked. Clamps are provided for locking the rudder and elevators.

(iii) Locking gear stowage

When not in use all internal and external locking devices are stowed in the fuselage rear compartment.



FLYING CONTROLS LOCKING GEAR

PART I—DESCRIPTIVE

21. Trimming tab controls

- (i) The rudder and aileron trim tabs are controlled electrically by spring-loaded switches (16) on the cockpit port shelf. A single combined indicator (23) is provided on the port side of the instrument panel.
- (ii) The elevator trim tab is controlled by a handwheel (17), on the side of the cockpit port shelf. An indicator is inset aft of the wheel.

22. Undercarriage controls

- (i) The undercarriage UP and DOWN pushbuttons (28), on the port side of the instrument panel, when firmly pressed select electrically the hydraulic valves for the operation of the undercarriage. The UP pushbutton is shielded by a LIFT TO PRESS flap, there being no other safeguard against inadvertent operation.
- (ii) Safety locks are provided, for use when the aircraft is on the ground. These, when not in use, should be stowed in the fuselage rear compartment.

23. Undercarriage emergency operation

The main wheels may be lowered, irrespective of the selector pushbutton position, by forcing fully down the yellow U/C EMERGENCY release pedal (44). This action admits compressed air to the locks and jacks. A mechanical linkage between the emergency pedal and the tail wheel up-lock frees the tail wheel, which then drops due to gravity and air loads. The hydraulic fluid in the up lines of all wheels is vented to atmosphere, thus precluding re-use of the main system.

24. Undercarriage position indicator

- (i) The standard indicator (26), on the port side of the instrument panel, indicates as follows:—

PART I—DESCRIPTIVE

3 green lights ...	Undercarriage down and locked
3 red lights ...	Undercarriage unlocked
1 central (tail wheel) red light ...	Undercarriage locked up, throttle less than $\frac{1}{3}$ open
No lights ...	Undercarriage locked up

- (ii) The tail wheel light may show red temporarily when the flaps are being operated.

25. **Tail wheel control**

The control (18) on the port side of the cockpit between the seat and the shelf is spring-loaded to up, to lock the tail wheel in the central position. When unlocking the wheel the control should be pushed down and turned through 90°.

26. **Flaps control**

- (i) The flap setting is infinitely variable and follows the movement of the selector lever (19) on the inboard face of the cockpit port shelf. Four positions UP, MANOEUVRE, TAKE-OFF, DOWN are specifically marked on the quadrant.
- (ii) An electrical position indicator (24) is fitted to the port side of the instrument panel.

27. **Flaps emergency operation**

Operating the yellow painted handle (20), after releasing the locking catch, lowers the flaps fully. This operation supplies compressed air to the flap jacks.

28. **Air brakes control**

- (i) The air brakes control lever (11), forward of the flaps selector lever on the port side of the cockpit, has two positions OPEN (aft) and CLOSED (forward). No intermediate position can be selected.
- (ii) Warning that the air brakes are not locked closed is given by a visual indicator and a blue light fitted in the upper surface of each air brake.

PART I—DESCRIPTIVE

29. **Arrester hook control**

- (i) The control lever on the inboard face of the cockpit port shelf should be pulled aft to lower the hook. A green light (25) below the undercarriage position indicator comes on when the hook is lowered.
- (ii) When the hook is lowered and the undercarriage is locked down, the navigation and attitude lights come on.
- (iii) When the training switch (1) just above the control lever is switched ON it simulates the action of the arrester hook, but does not lower the hook.

30. **Arrester hook emergency operation**

Should the undercarriage and flaps have to be lowered by the emergency system the arrester hook may still be lowered by means of the normal selector lever. Sufficient pressure is available in the hydraulic accumulator for one complete raising and lowering only.

31. **Wing folding control**

- (i) The wing folding control box (65) is mounted at the starboard side of the pilot's seat.
- (ii) To fold the wings, with the engine running or by hand-pump, the MASTER CONTROL lever must be set aft to ON: GROUND USE ONLY, before the inter-connected port and starboard selector levers can be moved. The levers are normally used together but if independent operation is required a central catch should first be raised. The selector levers move upwards through NEUTRAL to FOLD. The spreading can be arrested at any position by setting the selector lever(s) to NEUTRAL.
- (iii) When folding has commenced and electrical power is available, a red warning light comes on and protrudes through a recess in the upper surface of each inner wing. A third red warning light on the upper surface of the starboard inner wing indicates whenever the master control lever is set at ON: GROUND USE ONLY.

PART I—DESCRIPTIVE

- (iv) The pilot should ensure, when the wings are spread prior to take-off, that all warning lights are extinguished and recessed and that the master control lever is at OFF: TAKE-OFF AND FLIGHT. In this position the selector levers are locked.
- (v) Jury struts are provided which are stowed in the fuselage rear compartment and must be fitted when the aircraft is parked with the wings folded.

COCKPIT EQUIPMENT

32. Entry to aircraft

A fixed footstep is fitted to the forward edge of each undercarriage leg, to enable the pilot to mount the wing via the leading edge. Two footsteps are provided on the fuselage port side below the cockpit.

33. Hood operation

- (i) The sliding hood may be opened or closed by means of the winding handle (53) on the cockpit starboard wall. The hood may be locked in any intermediate position by locking the handle. In the fully open position the hood engages a locking catch at the rear of the cockpit. Operation of the handle to close the hood disengages the catch.
- (ii) Operation from outside is effected by pulling the hood back by means of a hand recess provided in the port side of the moulding.

34. Hood jettisoning

- (i) The hood may be jettisoned in flight by pushing down the yellow painted HOOD JETTISON lever (8) on the cockpit port wall. This action also jettisons the rails which carry the hood.
- (ii) An external flush-fitting yellow painted lever is fitted on the fuselage port side. It should be lifted and pushed

PART I—DESCRIPTIVE

upwards to free the hood, which may then be lifted clear manually.

35. Cockpit ventilation

- (i) A ventilating louvre in the cockpit starboard wall is operated by a push-pull control (43) adjacent to the oxygen regulator. The control is pulled out and turned to lock in the open position. An additional louvre, resettable only on the ground, is fitted on the port side. A catch below this louvre must be pushed down before its position can be changed.
- (ii) No heating system is fitted.

36. Windscreen de-icing

- (i) The de-icing system for the windscreen consists of an ON/OFF cock (46), an adjacent pump and flow regulator and a tank containing the de-icing fluid.
- (ii) The spray nozzle is forward of the windscreen.

37. Ejection seat

WARNING.—The firing handle must always be locked against the possibility of accidental withdrawal whenever the aircraft is on the ground. A fabric safety strap, attached to the front edge of the drogue container, should be passed through the firing handle and secured by a spring safety pin. It is the pilot's responsibility to lock the handle after landing and to ensure that the pin is removed and stowed on the port side of the drogue container prior to take-off. All personnel must ensure that the firing handle is locked before entering the cockpit.

- (i) A Mk. 1B pilot ejection seat is fitted incorporating a type ZD harness, headrest, two footrests, two thigh guards, a container to support the weight of the Mk. 3A

PART I—DESCRIPTIVE

back-type parachute and a seat well in which is carried the J type dinghy and emergency oxygen supply.

- (ii) The harness release lever is situated on the outboard side of the starboard thigh guard.
- (iii) The seat adjustment lever (47) is on the starboard side of the seat.

38. Oxygen system

- (i) Provision is made for the carriage of three 750-litre oxygen cylinders in the fuselage rear compartment; normally one cylinder only is carried. The supply is coupled to a Mk. 11C regulator (49) on the starboard side of the instrument panel. From the regulator oxygen flows via a Mk. 3 economiser to the pilot's oxygen mask.
- (ii) The cylinders may be charged "in situ" by means of a charging valve on the port side of the compartment.

39. Emergency oxygen system

- (i) The emergency oxygen supply is carried in a bottle forward of the dinghy pack in the seat well. With the locking pin withdrawn, the supply is automatically brought into operation when the ejection seat is operated, but should it be required in any other circumstances a release control is fitted on the starboard side of the seat.
- (ii) The duration of the supply is 12 minutes only.

40. Cockpit lighting

(i) Floodlamps

Four red floodlamps and two ultra violet floodlamps illuminate the cockpit instruments. They are controlled from a panel (59) on the cockpit starboard wall. The master switch should be ON before operating the relevant dimmer switches.

PART I—DESCRIPTIVE

(ii) Emergency lamp

A single emergency lamp beneath the G.G.S. is intended for use in the event of failure of the main lighting system. It is powered by a separate 2V battery stowed beneath the cockpit starboard shelf and is controlled by a switch on the lighting panel. When fully charged the battery will last for 2 hours.

41. External lighting

(i) Navigation lights

These are controlled by an ON/OFF and a BRIGHT/MED./DIM switch at the upper forward position on the external lighting panel (55) on the cockpit starboard wall.

(ii) Identification lights

These are controlled by two STEADY/MORSE/OFF switches, one for the upward and one for the downward lights, adjacent to the navigation lights switches. A single RED/GREEN/AMBER colour selection switch is fitted for the downward lights only.

(iii) Resin lights

A single ON/OFF switch is fitted at the lower forward position on the external lighting panel.

(iv) Formation lights

A STEADY/MORSE/OFF and a BRIGHT/MED./DIM switch are provided adjacent to the resin lights switch.

(v) Morse pushbutton

A single pushbutton (56) is fitted above the lighting panel for use with the identification lights or the formation lights.

(vi) Attitude lights

Two attitude lights are fitted. One illuminates the port wheel and comes on when the undercarriage is down and locked. The other, inside the arrester hook fairing, comes on when the undercarriage is down and locked and the arrester hook is lowered or the training switch is operated; in addition, the navigation lights are switched on at full brilliance irrespective of the position of their control switch.

42. **Pressure head heater**

- (i) A relay connected to the undercarriage automatically switches the heater element on when the wheels are up and locked, irrespective of the position of the ON/OFF switch. It is switched off again when the wheels are lowered.
- (ii) An ON/OFF test switch (48) is on the cockpit starboard shelf.

43. **Emergency equipment**(i) *Signal pistol*

A signal pistol is carried in a hinged stowage (61) on the cockpit starboard wall. A spring plunger forward of the stowage should be tripped to enable the pistol to swing forward to the firing position. A stowage for two spare cartridges is on the inboard side of the starboard shelf.

(ii) *First aid equipment*

The first aid equipment (63) is stowed on the cockpit starboard wall aft of the signal pistol.

(iii) *Fire warning lights and extinguisher pushbuttons*

Three fire extinguishers are fitted, two in the engine bay and one in the jet pipe. They are operated by two push-buttons (38) (39) marked FIRE and JET PIPE FIRE respectively, on the starboard side of the instrument panel. A warning light adjacent to each pushbutton indicates the presence of fire at either place. It should go out after the fire is extinguished.

NAVIGATION EQUIPMENT

44. **ADRIS**

An air mileage unit, AMU Mk. 4, is carried in the fuselage rear compartment. The API Mk. 2 (12) and its control unit are situated on the side of the cockpit port shelf and cockpit starboard wall respectively.

45. **Compasses**(i) *Mk. 4B compass*

The compass/DG switch is mounted together with the inverter switches on the panel on the starboard shelf (48). These latter switches should be switched on one after the other to avoid peak loads on the inverters. In the event of inverter failure automatic changeover will ensure the correct functioning of the compass. Changeover is indicated by a magnetic indicator (32), on the instrument panel, which shows white after changeover.

(ii) *E2a compass*

A standby E2a compass is fitted at the top of the wind-screen starboard frame.

46. **Chartboard**

The chartboard is stowed below the G.G.S. A chart stowage is provided on the side of the cockpit starboard shelf.

OPERATIONAL EQUIPMENT

47. **Radio controls**

NOTE.—All installations are carried in the fuselage rear compartment.

(i) *V.H.F. relay (A.R.I. 5491)*

The twin TR.1934/1935 sets controller (57) is on the cockpit starboard shelf and the press-to-transmit push-button is incorporated in the top of the throttle lever (7).

(ii) *External intercommunication*

A socket is fitted in the port undercarriage outer fairing door.

(iii) *Beacon homing (A.R.I. 5307)*

The ZBX beacon homing control unit (62) and BEACON/MIX/RT switch (68) are situated on the cockpit starboard shelf.

PART I—DESCRIPTIVE

(iv) *Beam approach (A.1271)*

The beam approach master signal amplifier ON/OFF switch (66) is on the cockpit starboard shelf.

48. **Radar controls**

NOTE.—All installations are carried in the fuselage rear compartment.

(i) *Radio altimeter*

The altimeter (30) is on the port side of the instrument panel, the limit switch (69) is on the starboard shelf and the limit warning lights (31) are on the left of the G.G.S.

(ii) *I.F.F. (AN/APX—1)*

The auxiliary control panel (64) is on the cockpit starboard shelf.

(iii) *Radar range (ASV. 16)*

The switch panel and controller (70) are on the cockpit starboard shelf. The aerial is in the outer gun fairing on the port outer wing.

(iv) *Tail warning system (AN/APS 13)*

The control switches (67) are on the starboard shelf.

49. **Contacting altimeter**

The contacting altimeter (29) is mounted on the port side of the instrument panel. The master switch (52) for the telephone warning signal is on the cockpit starboard shelf. The green warning light (33) is mounted above the centre instrument panel.



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