

PART V

ARMAMENT EQUIPMENT

96. Gyro gunsight Mk. 4E

- (i) The G.G.S. is mounted above the centre of the instrument panel. When the master switch to the left of the sight is ON, the G.G.S. carriage rises to lock in the combat position. At the same time the G.G.S. circuit is energised making the sight available for immediate use.
- (ii) A RETRACTION TEST switch (54) is fitted on the cockpit starboard wall. It enables the retraction circuit to be tested without energising the sight gyro.
- (iii) The ranging control is incorporated in the throttle lever twist grip; the selector dimmer (50) is on the starboard side of the instrument panel and the RP/GUNS selector is on the armament selector panel (6) on the cockpit port wall.

97. Gyro gunsight emergency lowering

- (i) If electrical power is available, the G.G.S. will automatically be retracted when the hood is jettisoned.
- (ii) If the electrical system fails the G.G.S. may be lowered manually by striking the red knob below the sight a hard blow. Normally this action will be sufficient to lower the sight but it may be necessary to push the sight manually to the retracted position.

98. G45 camera and camera recorder

- (i) The G45 cine-camera is installed in the inner starboard wing and the camera recorder is mounted above the G.G.S.

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- (ii) The camera master switch (48), must be on before the cameras can be operated. It is on the starboard shelf together with the heater switch and CLOUDY/SUNNY aperture switch. The camera operating button is on the control column.
- (iii) When the master switch is on, the cameras are also operated when the RP's or the guns are fired.

99. F46 camera

A single F46 torpedo marking camera may be fitted in place of the G45 camera. It is controlled as indicated in the previous paragraph.

100. F24 cameras

- (i) Provision is made for the carriage of two fuselage-mounted vertical F24 cameras and one oblique F24 camera. In addition two forward facing F24 cameras may be carried, one at each wing bomb station.
- (ii) The cameras selector switch, heater switch and container switches (51) are all on the cockpit starboard side.
- (iii) Provision is made for automatic jettisoning of the covers when the cameras are selected.

101. Gun controls

- (i) The G.G.S. RP/GUNS selector switch is on the armament selection panel on the cockpit port wall.
- (ii) The knurled safety catch on the control column handgrip has two positions, FIRE in the aft position and SAFE in the forward position.
- (iii) The gun firing trigger is on the forward side of the control column handgrip. It simultaneously operates the cine cameras if they are switched on.
- (iv) A switch attached to the port oleo leg automatically prevents R.P. gun or camera operation when the weight of the aircraft is on the undercarriage. In order that guns and cameras may be ground tested, the BUTT TEST

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switch in the starboard wheel bay should be set to ON when required.

102. R.P. controls

- (i) The G.G.S. RP/GUNS switch and the RP/BOMBS selector switch are on the armament selection panel on the cockpit port wall together with the RP/PAIRS/SALVO and auto selector switches.
- (ii) The RP/bombs firing button is on the control column handgrip. It simultaneously operates the cameras if they are switched on.
- (iii) When the undercarriage is extended it is impossible to fire the inner pair of RP's on each side, irrespective of the position of the BUTT TEST switch.
- (iv) The wings can be folded when RP's are loaded.

103. Bomb controls

- (i) A 100/1,000 lb. bomb carrier may be carried at the outboard end of each inner plane, and a 1,000/2,500 lb. bomb/torpedo carrier may be used beneath the fuselage. A light series carrier may be suspended from each of the wing carriers to accommodate flares, marine markers or smoke floats.
- (ii) The RP/BOMBS selector switch is on the cockpit port wall and the selector, distributor and fuzing switches are on the cockpit starboard shelf.
- (iii) The bombs/RP release pushbutton is on the control column handgrip.
- (iv) The bomb and SCI jettison switches are on the cockpit starboard shelf, while the bomb and carrier manual jettison levers are on the cockpit floor at the port side of the pilot's seat.

104. Torpedo controls

- (i) A single torpedo may be carried beneath the fuselage.
- (ii) The depth setting control (2), and the director master

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- switch and gyro angling unit (3) are all on the cockpit port shelf.
- (iii) Release is effected through the bomb/RP release pushbutton.

105. Flare container control

The flare container door control switch, and a warning light which indicates when the doors are open, are on the cockpit starboard shelf.

106. "Window" launcher

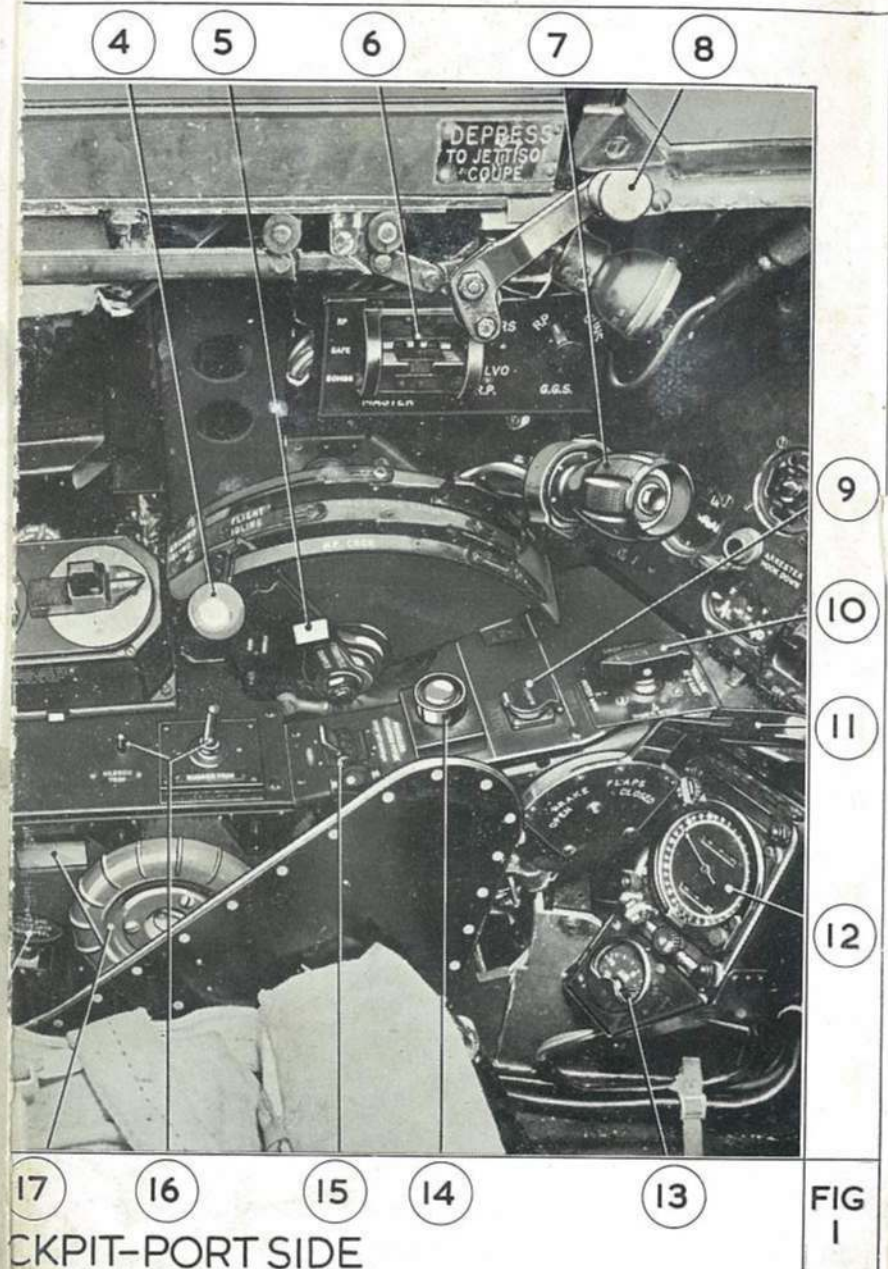
- (i) The "window" containers are carried on the bomb racks. The launcher speed control unit is carried in the fuselage rear compartment and should be pre-set as required before flight.
- (ii) Two ON/OFF control switches (71) and warning lights which indicate when "window" is being launched are fitted on the cockpit starboard shelf.

107. R.A.T.O.G. and catapult gear

- (i) The R.A.T.O.G. master switch is on the cockpit starboard shelf, the jettison pushbutton (9) is on the port shelf and the firing pushbutton (27) is on the port side of the instrument panel.
- (ii) Two hooks are provided for the catapult strop, one in each oil cooler fairing below the fuselage. An attachment for the hold back gear is fitted on the tail wheel leg.

108. Bombs and torpedo jettisoning

The bomb carriers and torpedo carrier may be jettisoned in straight and level flight by operating the appropriate jettison lever at the port side of the pilot's seat.



CKPIT-PORT SIDE

FIG
1



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