

4th Edition

AP 4324 F-PN

RESTRICTED

Pilot's Notes
Canberra B (I) Mk 6

RESTRICTED

AMENDMENTS

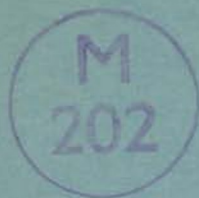
Amendment lists will be issued as necessary and should be inserted in the appropriate place in the Notes. New or amended paragraphs will be indicated by triangles positioned in the text thus: \triangle \triangle to show the extent of the amended text, and thus: \triangle \triangle to show where text 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 signature below.

Amdt. list		Signature	Date of Incorporation	Amdt. list		Signature	Date of Incorporation
No.	Date			No.	Date		
1.	Oct 63	[Signature]	3-1-63	7.	Dec 63	[Signature]	7 Feb 68
2.	Feb 64	[Signature]	1-5-64	8.			
3.	NOV. 64	[Signature]	6-1-65	9.			
4.	OCT. 65	[Signature]	19-1-66	10.			
5.	FEB 67	[Signature]	11-5-67	11.			
6.	MAY 67	[Signature]	30-6-67	12.			

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

November 1961

3/65
A.P.4326F.PN
4th Edition.



Nº 1

PILOT'S NOTES CANBERRA B(1) Mk.6.

Prepared by Direction
of the
Minister of Aviation

Promulgated by Command
of the
Air Council

Henry Hausman

L. J. Bean

RESTRICTED

NOTES TO USERS

1. These notes are intended primarily for the Canberra B(I) Mk. 6; however, Part I, Chapter 12 includes information on the variations between the Canberra B(I) Mk. 6 and the Canberra B Mk. 6 with SRIM's 2951 or 2696 embodied.

2. The notes are complementary to A.P.129 (6th Edition) Flying, and reference should also be made to the Operating Data Manual (A.P.4326F-O.D.).

3. 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.

4. The notes are divided by marker cards into five Parts each consisting of a number of chapters listed on the marker cards. 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 indicated, all airspeeds, mach numbers and accelerometer readings quoted are indicated values.

45. (a) The Flight Reference Cards are complementary to the Notes and reference is made to them, where necessary, throughout the Notes. With effect from Amendment List No. 7 the Flight Reference Cards for the Canberra B(I) Mk. 6, A.P.4326F-FRC, are issued separately from the Notes and are subject to separate amendment procedure.

(b) Special check lists for the Canberra B. Mk. 6 are held by the Central Reconnaissance Establishment, Royal Air Force, Brampton, Hunts. ►

6. Each Amendment List instruction sheet includes a list of Special Flying Instructions and a list of the modifications covered by the Amendment.

7. 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 in the text is included before the main contents list, with a cross reference to the position in the text where details of the modifications are given.

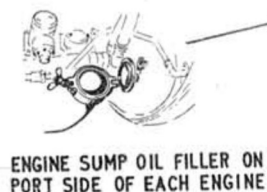
LIST OF ASSOCIATED AIR PUBLICATIONS

<i>Title</i>	<i>A.P. No.</i>
Canberra B(I) Mk. 6 aircraft	4326F Vol. 1 (101B-0406-1)
Avon Mk. 109 aero engine	4321G, J, L, N, U and V
Aircrew equipment assemblies	1182
Electrical equipment ...	4343 series (113D series)
Engine starting systems ...	1181
Ejection seats	4288 series (109B-0101-1)
Guns — 20 mm. Hispano ...	1641F
Hydraulic equipment ...	1803 series (105B series)
Instrument manual ...	1275A (112G series)
Navigation instruments ...	1275B (112G series)
Intercomm. equipment ...	2876E
VHF equipment	2528P
Radio altimeter equipment (AYF)	2533 series
ILS equipment	2534E
Signal manual	1186 series
R.A.F. engineering	1464 series
Oxygen equipment	1275G (112G series)
Pressurising and air conditioning equipment...	4340 (107B series)
Canberra B(I) Mk. 6 Operating Data	A.P.4326F-OD
UHF	2531J
ARI 23057	2531N

CANBERRA B(I)MK.6.

MAIN DIMENSIONS.

HEIGHT TO TOP OF FIN	15' - 7"
LENGTH OVERALL	65' - 6"
SPAN WITHOUT TIP TANKS	64'
SPAN WITH TIP TANKS	65' - 6"



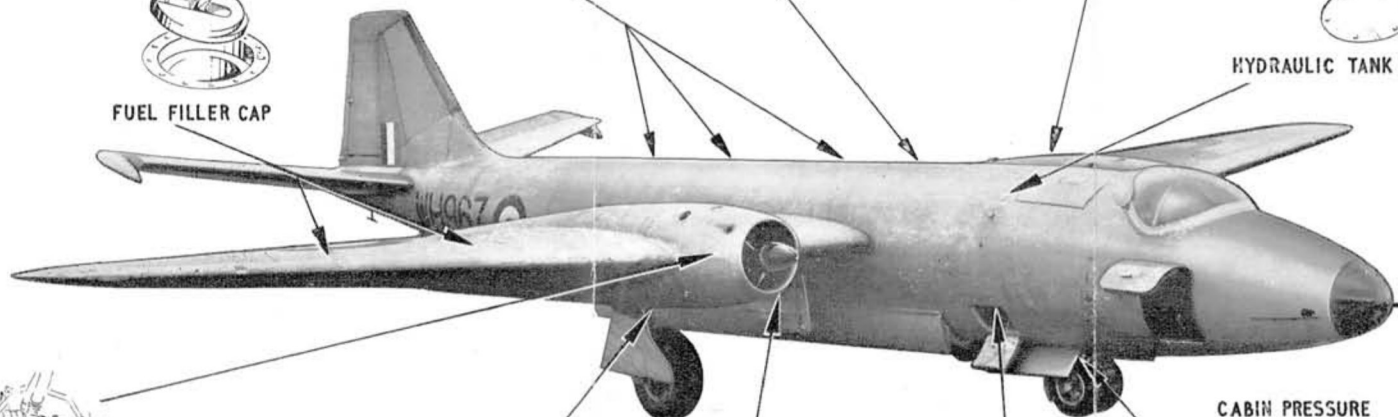
HYDRAULIC ACCUMULATOR (BRAKES)
AIR CHARGING VALVE AND PRESSURE
GAUGE ON REAR FACE OF FORWARD
BOMB BAY BULKHEAD.



OXYGEN CHARGING VALVE
IN LOWER EQUIPMENT BAY
PORT SIDE



HYDRAULIC TANK FILLER CAP



CABIN PRESSURE
TEST CONNECTION

GROUND
PRESSURE
CONNECTION

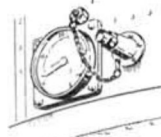


CABIN PRESSURE TEST CONNECTION
AND GROUND PRESSURE CONNECTION
ON THE PRESSURE BULKHEAD
ACCESSIBLE THROUGH THE NOSE
WHEEL WELL

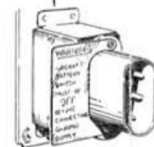
ON MAIN U/C FAIRING
(PORT AND STB'D)
BRAKE HYDRAULIC TEST
CONNECTION



HYDRAULIC ACCUMULATOR AIR
CHARGING VALVE & PRESSURE
GAUGE IN MAIN U/C WHEEL
WELL (STB'D. ONLY)



EXTERNAL SUPPLY SOCKET
IN STB'D. EQUIPMENT BAY





MODIFICATION NUMBERS MENTIONED IN THE TEXT

<i>Mod. No.</i>	<i>Title</i>	<i>Location in text (Pt., Chap., para.)</i>
CANBERRA MODS.		
715	Long range fuel tank.	I, 2, 1(d)
1447	Introduction of zero reader.	I, 6, 6(a)
2572	To accommodate fuel expansion in integral tanks.	I, 2, 2
2685	Introduction of Type 2CA 2 Mk. 1 ejection seats for rear crew members.	I, 9, 1(a)
2695	To provide mounting for an F.95 camera in the nose.	I, 11, 15(c) (i)
3243	Provision for Mk. 2 Ventilated Suits.	I, 8, 5
3367	Revised position for fuel gauge capacitor belt studs in No. 3 fuel tank.	I, 2, 8
3391	To introduce co-axial cable to No. 3 fuel tank and fuel contents gauge A.G.144.	I, 2, 8
3518	To introduce the Type 2CA 1 Mk. 1 ejection seat and single lever ejection at the pilot's station.	I, 5, 5 and I, 9, 1(a)
3525	Introduction of removable fittings for pylon ducts.	I, 11, 16
3545	Revised fuel pressure warning light setting.	I, 2, 7(b)
3776	To introduce Type 2CA2 Mk. 2 ejection seats and single lever ejection at the rear crew station.	I, 9, 1(a)
3911	Revised fuel pressure warning light setting.	I, 2, 7(b)
4064/5	To introduce Type 2CA Mk. 1 ejection seats on the B Mk. 6,	I, 9, 1(a)
4072	To transfer detonator circuits from busbar P9 to P10.	I, 1, 11
4231	To introduce gun selector switch panel to B (I) 6 aircraft.	I, 11, 5
4296	To provide an external electrical supply point for pre-heating Decca crystals.	I, 1, 4(b)
4319	To introduce PTR175 (V/UHF) and ARI 23057 (Standby UHF) in lieu of AN/ARC52 (UHF) and VHF.	I, 10, 3
4325	To introduce periscopic sextant Mk. 2A and mounting.	I, 10, 9
4329/ 4411	To make provision for a revised armament control panel.	I, 11, 10

Modification Numbers Mentioned in the Text (continued)

Mod. No.	Title	Location in text (Pt., chap., para.)
4345/6	To modify the practice bomb facility box to provide wing practice bomb facilities in conjunction with, or without, Simulator type 105.	I, 11, 13
4420	To replace windscreen heater part No. E.A3.81.2665.	I, 8, 8
4442	To introduce safety points with integral tallies and new stowages	I, 9, 2(b)(i)
0209/ RAFG	To re-position the crash axe.	I, 7, 3
0216/ RAFG	To introduce gun port transit covers.	I, 11, 5
0217/ RAFG	To introduce empty case chute transit covers.	I, 11, 5
0248/ RAFG	To introduce SFOM gunsight	I, 11, 4
0279/ RAFG	To introduce a demister control at the nose station.	I, 8, 7(d)
0325/ RAFG	To re-position the hand-operated fire extinguisher.	I, 7, 2(d)
AVON MODS.		
843	Modified starter fairings.	I, 4, 6(b)(ii)
EJECTION SEAT MODS.		
544	To introduce leg restraint (Mk. 1C series seats).	I, 9, 1(a) (Appendix)
545	To introduce strengthened thigh-guards (Mk. 1C series seats).	
577	To introduce canopy breakers (Mk. 1C series seats).	
ES3107	To introduce a downward pull negative G restraint strap on Type 2CA series ejection seats.	I, 9, 21(h)-(o)
ES3241	To introduce a modified drogue assembly (Type 2CA seats).	I, 9, 23
ESA9	To introduce modified ejection gun assemblies (Type 2CA seats).	
ESA10	To introduce modified time release assembly (Type 2CA seats).	
ESA11	To introduce modified drogue gun assemblies (Type 2CA seats).	

LEADING PARTICULARS

Principal dimensions

		Ft.	In.
Span without tip tanks ..		64	0
Span with tip tanks ..		65	6
Length overall		65	6
Height to top of fin ..		15	7
◀ Height to top of canopy		8	8 ▶

Undercarriage

MAINWHEEL UNIT

Type	Single wheel, inwards re-tracting
Shock absorber	Oleo pneumatic
Air pressure	Refer to Vol. 1
Fluid	OM-15
Capacity	12 pints
Tyre pressure	Refer to Servicing Schedules (Vol. 4)

Brakes

Pressure at reducing valve	2,700 (+50-0) PSI
Pressure at brakes ..	1,500 (+150-0) PSI

NOSEWHEEL UNIT

Type	Twin wheel, non-steerable, casting, rearward retracting.
Shock absorber	Levered suspension, liquid spring.
Pressure (wheels off ground)	1500 PSI
Fluid	OM-15
Capacity	1½ pints
Tyre pressure	Refer to Servicing Schedules (Vol. 4)

Hydraulic system

GENERAL

Fluid	OM-15
Pumps	Lockheed Mk. 9
Maximum (relief) pressure	2,700 to 2,750 PSI
Accumulator, charging gas	Air
Thermal relief valve setting	3,350 to 3,550 PSI see Pt. I, Chap. 3, para. 3 (b)

Hydraulic System (continued)

Number of pumps	..	Two
Capacity of system	..	33 pints (approx.)
Accumulator inflation pressures main and wheelbrakes:—		
		1,350 (+50,—0) PSI at +5°C
		1,400 (+50,—0) PSI at +15°C
		1,435 (+50,—0) PSI at 20°C
		1,475 (+50,—0) PSI at 30°C
Cut-out valve setting	..	2,700 to 2,750 PSI
Flaps relief valve setting		2,850 to 2,900 PSI
Header tank relief valve setting		12 to 17 PSI

Power units

ENGINES

Name	..	..	..	Avon Mk. 109 (ECU Mk. 10901)
Type	..	..	..	Pure jet gas turbine
Fuel	..	..	..	} Refer to Part II, Chapter 1
Oil	..	..	..
Oil system capacity	..		..	19 pints per engine
Oil sump capacity	..		..	16 pints per engine

STARTING SYSTEM

Type	..	..	..	BTH turbo, type TBS 720 Mk. 3
Cartridge	..	..	..	No. 10 Mk. 1 (720 grammes)

Accessories gearboxes

Oil	..	..	..	O.E.P. 71
Oil sump capacity	..		..	3½ pints

Electrical system

Voltage	..	..	..	28 volts
Generators	..	..	..	Type 519
Aircraft battery	..	..	..	4×12v, 40 amp. hr. Type C connected in series parallel.
Emergency batteries	..		..	2×12 volts, 4 amp. hr. 1×2·4 volt

Fuel system

Type of fuel	...	...	◀See Pt. II, Ch. 1, para. 3▶	
Tank capacities	...	...	At 7·7 lb./gall.	8·0 lb./gall.
No. 1	520 gall.	...	4,004 lb.	4,160 lb.
No. 2	317 gall.	...	2,441 lb.	2,536 lb.
No. 3	540 gall.	...	4,158 lb.	4,320 lb.

Main plane integral tanks:

Port	450 gall.	...	3,465 lb.	3,600 lb.
Starboard	450 gall.	...	3,465 lb.	3,600 lb.
Total	...	...	17,533 lb.	18,216 lb.

Wing tip tanks:

Port	244 gall.	...	1,878·5 lb.	1,952 lb.
Starboard	244 gall.	...	1,878·5 lb.	1,952 lb.
Total	...	...	21,290 lb.	22,120 lb.

Overload tank (if fitted):

300 gall.	...	...	2,310 lb.	2,400 lb.
Total	...	...	23,600 lb.	24,520 lb.

NOTE: With Mod. 2572 embodied the capacity of each integral tank is reduced by approximately 20 gallons.

RESTRICTED

COMPLETE LIST OF CONTENTS

Introduction

PART 1 — DESCRIPTION AND MANAGEMENT OF SYSTEMS

Chapter 1 — Electrical System

DESCRIPTION	Para.
Generators	1
AC supplies—inverters	2
Aircraft battery	3
External supply	4
Emergency batteries	5
Circuit breakers and fuses	6
Inertia crash switches	7
Armament safety plug	8
CONTROLS AND INDICATORS	
Generator controls	9
AC supplies—inverter controls	10
Aircraft battery controls	11
Emergency battery controls	12
NORMAL OPERATION	
Before starting	13
Starting up	14
Before flight	15
During flight	16
After flight	17
MALFUNCTION	
Generator failure	18
No. 1 inverter failure	19
No. 5 inverter failure	20
No. 6 inverter failure	21
Blue Silk inverter failure	22

Chapter 2 — Fuel System

DESCRIPTION	
Fuel tanks	1
Fuel tank capacities	2

Chapter 2 — Fuel System — (cont.)

	Para.
Fuel recuperators	3
Fuel feed to the engines	4

CONTROLS AND INDICATORS

Fuel cock controls	5
Fuel booster pump controls	6
Fuel pressure warning lights	7
Fuel contents gauges	8

NORMAL USE OF THE FUEL SYSTEM

Checks before starting	9
Fuel management drill	10
Unusable fuel	11
Use of different fuels	12

MALFUNCTION

Fuel booster pump failure	13
Bombs hang-up	14

ILLUSTRATION

Simplified fuel system	
-------------------------------	--

Chapter 3 — Hydraulic System

DESCRIPTION

General	1
Pumps and services	2
Accumulators	3

CONTROLS

Controls	4
-----------------	---

NORMAL MANAGEMENT

External checks	5
Before starting the engines	6
Checks during starting	7
After starting	8
Checks during shut down	9

MALFUNCTION

Hydraulic failure	10
--------------------------	----

ILLUSTRATION

Simplified hydraulic system	
------------------------------------	--

Chapter 4 — Engine Systems and Controls

Avon Mk. 109	1
Engine fuel system	2
Variable-pitch inlet guide vanes and air bleed valves	3

Chapter 4 — Engine Systems and Controls — (cont.)

	Para.
Throttle controls	4
High pressure (HP) fuel cocks	5
Engine starting, stopping and relighting controls	6
Oil system	7
Engine instruments	8
Engine fire extinguishers and inertia crash switches	9
Anti-icing system description and controls	10
Engine handling procedures	11

Chapter 5 — Aircraft Controls

Flying controls—general	1
Variable incidence tailplane and indicator	2
Aileron trimming control and indicator	3
Rudder trimming control and indicator	4
Control column snatch unit	5
Flying controls external locking gear and picketing points	6
Undercarriage controls and indicator	7
Undercarriage emergency lowering control	8
Flap control and indicator	9
Airbrakes control	10
Wheelbrakes control	11

Chapter 6 — Flight Instruments

Compasses	1
Pitot and static pressure system	2
Horizon gyro unit (HGU)	3
Turn-and-slip indicator	4
Instrument landing system (ILS)	5
Zero reader system	6
Altimeters	7
Dive-roll indicator	8
Accelerometer	9
Outside air temperature gauge	10

Chapter 7 — General Equipment and Controls

Fire extinguishers and warning lights	1
Inertia crash switches	2
Emergency equipment	3
Cabin window	4
Folding seat	5
External lighting	6
Internal lighting	7
Emergency lighting	8

Chapter 8 — Air Conditioning, Pressurising, Heating and Demisting Systems

Air conditioning system	1
Pressurising system	2
Use of air conditioning and pressurising systems	3

Chapter 8 — Air Conditioning, Pressurising, Heating and Demisting Systems — (cont.)

	Para.
Malfunctioning of the pressurising system	4
Ventilated suits	5
Camera bay heating	6
Demisting system	7
Direct vision (DV) panel	8
Use of demisting system	9

Chapter 9 — Aircrew Equipment Assembly and Associated Systems

General	1
EJECTION SEATS TYPE 2CA SERIES	
Type 2CA1 Mk. 1 seat (pilot)	2
Type 2CA2 Mk. 1 seats (navigator and bomb aimer) ...	3
Type 2CA2 Mk. 2 seats (navigator and bomb aimer) ...	4
Use of seat-pan firing handle	5
Abandoning drills	6
DOORS AND EMERGENCY EXITS	
Entrance door	7
Canopy	8
Navigator's hatch	9

OXYGEN SYSTEM

Description	
Oxygen supplies and contents gauges	10
Oxygen regulators and supply points	11
Oxygen emergency supplies	12
Associated equipment	13
Oxygen system—normal operation	
Checks before flight	14
During flight	15
Oxygen system—emergency use	
Loss of cabin pressure	16
Toxic fumes in cockpit	17
Flow indicator failure	18
Partial system failure	19
Oxygen failure	20

NORMAL USE OF THE AIRCREW EQUIPMENT ASSEMBLY

Strapping in procedure (Type 2C seats)	21
Normal exit from the seat	22

4 MODIFICATIONS

Changes to Type 2CA series seats	23
---	----

APPENDIX

Ejection seats Type 1C series

ILLUSTRATIONS

	Fig.
Ejection seat Type 2CA series	1
Oxygen system simplified	2
Ejection seat Type 2CA—Arrangement of negative G and leg restraint straps—(Pre-Mod. 3107)	3
(Post-Mod. 3107)	4 ▶

Chapter 10 — Radio, Radar and Navigation Equipment

	Para.
Intercommunication	1
Radio installation (Pre-Mod. 4319)	2
Radio installation (Post Mod. 4319)	3
Decca	4
Roller map	5
Blue Silk	6
API and AMU	7
✂	
IFF 10	8
Periscopic sextant	9

Chapter 11 — Armament and Camera Controls

General	1
Armament safety plug	2
Armament supplies circuit breakers	3
Gunsight	4
Gun firing controls	5
Bomb/flare doors control and indicators	6
Bomb/flare doors emergency control	7
Bomb sight	8
Flare release	9
Bomb controls	10
Bomb release safety lock	11
Bomb/flare emergency jettison	12
Underwing bomb and RP controls	13
Underwing stores jettison	14
Camera controls	15
Air sampling ducts	16

Chapter 12 — Canberra B Mk. 6 Aircraft with SRIM's 2951 or 2696 Embodied

Introduction	1
ELECTRICAL SYSTEM	
Generators	2
AC supplies	3
Controls and indicators	4
Electrical system failures	5
FLIGHT INSTRUMENTS	
General	6
Artificial horizon	7
C.11 compass	8
GENERAL EQUIPMENT AND CONTROLS	
Emergency equipment	9
Folding seat	10
Internal lighting	11

*Chapter 12—Canberra B Mk. 6 Aircraft with
SRIM's 2951 or 2696 Embodied — (cont.)*

	Para.
AIR CONDITIONING SYSTEM	
Ventilated suits, camera bay heating and bombsight window	12
AIRCREW EQUIPMENT ASSEMBLY AND ASSOCIATED SYSTEMS	
Ejection seats	13
Emergency exits	14
Oxygen system	15
RADIO, RADAR AND NAVIGATION EQUIPMENT	
General	16
Radio selector box	17
Aerial switch	18
Radio compass	19
ARMAMENT	
General	20
LIMITATIONS	
Engine limitations	21
Airframe limitations	22
HANDLING	
Taxying	23
Threshold speeds	24
General	25
EMERGENCY PROCEDURES	
General	26

PART II — LIMITATIONS

Chapter 1 — Engine Limitations

Engine limitations—Avon Mk. 109	1
Oil limitations	2
Fuel and oil specifications	3

Chapter 2 — Airframe Limitations

General	1
Speed and mach number limitations	2
Maximum weights	3
C.G. limits (feet aft of datum)	4
Manoeuvr limitations	5
Jettisoning of wing tip tanks	6

Chapter 2 — Airframe Limitations — (cont.)

	Para.
Armament limitations	7
Aircraft approach limitations	8
Barrier engagement	9

Chapter 3 — Miscellaneous Limitations

Pilot limitations	1
Ejection seats	2

PART III — HANDLING**Chapter 1 — Preparation for flight**

◀ Preparation for flight	1 ▶
Cockpit checks	2
Starting the engines	3
Failure to start	4
Checks before taxiing	5
Taxiing	6
Checks before take-off	7

Chapter 2 — Handling in flight

Take-off	1
Climbing	2
Engine handling in flight	3
General flying	4
Flying at reduced airspeed	5
◀ Flight in turbulence	6 ▶
Operating in icing conditions	7
Stalling	8
High speed flight	9
Descent	10

Chapter 3 — Circuit and landing procedures

Approach and landing	1
Flapless landing	2
Cross-wind landing	3
Landing with one wing-tip tank full	4
Braking	5
Instrument approach	6
Overshooting	7
Checks after landing	8
Shut-down procedure	9

ILLUSTRATIONS

◀ Approach and threshold speeds	Fig. 1 ▶
--	----------

Chapter 4 — Asymmetric flying

	Para.
Stopping an engine in flight	1
Flying on one engine	2
Relighting an engine in flight	3
Double flame out	4
Asymmetric landing and overshoot	5
Relighting in icing conditions	6

PART IV — INDEX TO EMERGENCY PROCEDURES

PART V — ILLUSTRATIONS

	Fig.
Cockpit—port side	A
Cockpit—forward view	B
Cockpit—starboard side	C
Cabin—port side	D
Cabin—forward view	E
Cabin—starboard side	F

INTRODUCTION

1. General

The Canberra B(I) Mk. 6 is a twin-engined tactical bomber modified for night-interdictor duties. Reversion to the tactical bomber role can be effected at short notice. The aircraft is powered by two Avon Mk. 109 engines each of 7,400 lb. static thrust at sea level.

2. Armament

(a) The aircraft is designed to operate as a bomber or interdictor as required, the armament installation being readily adaptable to either role. When required for bombing duties the whole of the bomb-bay and the pylon mounting under each wing are available to carry the armament stores. In the interdictor role a gun pack mounting four 20 mm. guns, is installed in the rear of the bomb bay, the forward portion being occupied by a flare carrier, and the underwing pylons may carry either rockets or bombs.

(b) A Mk. 3N reflector sight is above the pilot's instrument panel. An F.95 camera may be carried in the nose in place of the bomb sight and provision is made for an F.24 camera in the rear fuselage aft of the bomb bay. A G.45 camera may be carried in the starboard wing leading edge. Gun/Bomb/R.P. and camera controls are on the control column, and at the bomb aimer's rear and forward stations.

3. Crew accommodation

The crew cabin is pressurised and extends from the nose fairing to an aft sloping bulkhead which seals off the compartment from the remainder of the fuselage. Accommodation is provided for a crew of three seated in ejection seats. There is an alternative position in the nose for the bomb-aimer but no provision is made for his ejection from this station. A folding seat is provided for occasional use on the starboard side of the cockpit.

4. Entrances and emergency exits

Entrance for all crew members is through the entrance door on the starboard side in line with the pilot's seat. The canopy is jettisonable and provides an emergency

exit for the pilot. A jettisonable hatch is situated in the cabin roof and provides an emergency exit for crew members.

5. Fuselage

There are four bays, upper, lower, port and starboard immediately aft of the pressure bulkhead containing various items of aircraft equipment.

6. Flying Controls

The ailerons, elevators and rudder are all manually operated. The variable-incidence tailplane, aileron trim and rudder trim are all electrically operated.

7. Layout of controls and instruments

(a) Pilot's station

The location of the flying controls is conventional, other controls and instruments are grouped as follows:-

(i) To the left of the pilot on the cockpit port wall, on the port console and on the engine controls quadrant (Fig. A).

(ii) In front of the pilot on the main instrument panel, on the coaming above this panel and on the engine starter panel (Fig. B). The main instrument panel is divided into three sections, from left to right; the flight instruments panel, the engine instruments panel and the miscellaneous instruments panel (Fig. C).

(b) Navigator's station

The navigator's controls and instruments are grouped around him on the cabin port wall, on the forward instrument panel and equipment racks (Fig. E).

(c) Bomb-aimer's stations

The bomb aimer's controls and equipment are grouped on the fuselage starboard wall (Fig. F) at the ejection seat position, also in the nose and on the port and starboard sides at the forward position.

(d) The location of all controls and instruments is given relative to the above positions.