

## Chapter I

## PILOTS' CONTROLS AND EQUIPMENT

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**General**

**1.** This chapter covers the location of the controls, equipment and instruments in the cabin, with the method of operation wherever this is not obvious. The illustrations are grouped under eight main titles to simplify reference to any particular control or item of equipment. Some items for emergency use are also included, but reference should be made to Chap. 3 for details of this equipment.

**Entry to cabin**

**2.** The only entry or exit for the crew is through the canopy hatch. A special ladder for access can be locked by the lock bolt in the ferrule on either the port or starboard side of the fuselage. It is essential that the ladder should be opened out fully before placing against the fuselage. A pilot's footstep is also fitted in the port side of the fuselage which, when used, is pulled out and held by a catch, a spring returning it to the stowed position. The hatch may be opened from either inside or outside the cabin, the handles being indicated in fig. 4 and 8. When opened, the hatch is supported by a balance arm and is automatically locked in the fully open position. Before closing the hatch, the balance arm must be unlocked by pulling forward the knob on the starboard side of the cabin. From inside the cabin, the hatch is

locked by pulling the handle back and up, then securing the handle by pushing a lock lever forward. The action of the lock lever also inflates the hatch seal (*Sect. 3, Chap. 1*). The hatch is unlocked by moving back the lock lever and pulling the handle down and forward.

**Pilot's seat (early aircraft)**

**3.** The seat is made of moulded plastic and is adjustable for height by operating a lever on the right-hand side (*fig. 4*). A mic-tel socket stowage is attached to the seat and an oxygen supply pipe is clipped to the harness. The rudder pedals are adjustable for reach by lifting them against the tension of the springs and then sliding them fore-and-aft into the required ratchet slot.

**Observer's seat (early aircraft)**

**4.** The observer's seat is secured to the floor and is not adjustable. The oxygen supply pipe is clipped to the harness.

**Ejection seats (later aircraft)**

**5.** Post-Mod. N.759 aircraft are equipped with Martin Baker lightweight ejection seats for the pilot and observer. For full details of the seats refer to A.P.4288N, Vol. 1.

**Flap operation**

**6.** The flap selector lever slot is marked FLAPS—UP—DOWN. Any flap position, from

fully *up* to fully *down*, can be obtained by returning the selector lever to the *neutral* slot position when the desired angle (which should be the same on each dial) is shown on the position indicator (*fig. 1*). When selecting flaps fully *DOWN*, the selector lever must be returned to the *neutral* slot position on completion of the flap movement. The lever should, however, be left in the *UP* position for flaps *up*.

**Cartridge selector switch starter button**

**7.** For starting the engine, a master switch and a Teddington selector switch starter button are fitted (*fig. 2*). When the starter button is depressed, a starter cartridge is automatically selected and fired, the button being held in for about 29 seconds by a time delay switch in the ignition system. During this time a normal start should be effected.

**8.** Should a second attempt to start the engine be necessary, the starter button must be pressed again. The subsequent selection and firing of the cartridge, and the 29 seconds delay during which time current is supplied to the surface-discharger plugs, is entirely automatic. Detailed instructions are contained in A.P.4320B, Vol. 1. Attention is drawn to the safety precautions outlined in Sect. 2, Chap. 2.

KEY TO FIG. 1 (FLYING CONTROLS AND INSTRUMENTS—EARLY AIRCRAFT)

- |  |   |   |
|--|---|---|
| 1 ACCELEROMETER                                  | 19 ALIGHTING GEAR LAMP<br>Shore-based/Carrier   | 35 FLAP SELECTOR LEVER<br>Operates in natural sense UP—NEUTRAL—DOWN   |
| 2 RATE OF CLIMB INDICATOR                        | 20 NAVIGATION LAMPS MORSE SWITCH  | 36 ELEVATOR TRIM TAB CONTROL WHEEL  |
| 3 R.A.T.O. EQUIPMENT WARNING LAMP                | 21 NAVIGATION LAMPS BRIGHT/DIM SWITCH   | 37 ELEVATOR TRIM TAB INDICATOR  |
| 4 R.A.T.O. EQUIPMENT MASTER SWITCH               | 22 LANDING LAMP SELECTOR SWITCH<br>OFF—LOW—HIGH   | 38 R.A.T.O. EQUIPMENT FIRING SWITCH   |
| 5 R.A.T.O. EQUIPMENT SAFETY SWITCH               | 23 POWERED AILERON SELECTOR VALVE   | 39 WHEEL BRAKE PRESSURE GAUGES<br>Centre dial records hydraulic pressure  |
| 6 FLIGHT INSTRUMENTS SWITCH<br>Main Inverter     | 24 RUDDER PEDALS  | 40 DIVE BRAKES SELECTOR LEVER<br>Select lever rearwards for dive brakes OUT   |
| 7 BRAKE LEVER                                    | 25 CABIN ALTIMETER  | 41 FLAP POSITION INDICATOR  |
| 8 BRAKE LEVER PARKING CATCH                      | 26 TURN AND SLIP INDICATOR  | 42 E.2.A. COMPASS   |
| 9 AIR TEMPERATURE INDICATOR                      | 27 GYRO COMPASS MK. G.4B  | 43 ALIGHTING GEAR POSITION INDICATOR<br>No lights—locked UP<br>Three red lights—between UP and DOWN<br>Three green lights—locked DOWN |
| 10 FLIGHT INSTRUMENTS SWITCH<br>Standby Inverter | 28 CONTROL COLUMN   | 44 ALIGHTING GEAR SELECTOR LEVER<br>Operates in natural sense UP—DOWN   |
| 11 BATTERY ISOLATING SWITCH                      | 29 ALTIMETER  | 45 MACHMETER  |
| 12 EXTERNAL LAMPS CIRCUIT BREAKER                | 30 RADIO ALTIMETER  | 46 TWIN POINTER AIR SPEED INDICATOR   |
| 13 MAIN INVERTER CIRCUIT BREAKER                 | 31 AILERON TRIM SPRING STRUT<br>Barrel of strut is rotated either to PORT or to STARBOARD<br>to trim ailerons | 47 ARTIFICIAL HORIZON   |
| 14 STANDBY INVERTER CIRCUIT BREAKER              | 32 ARRESTING HOOK SELECTOR LEVER<br>Operates in natural sense UP—DOWN   |   |
| 15 STICK SHAKER SWITCH (INOPERATIVE)             | 33 R.A.T.O. EQUIPMENT JETTISON PUSH SWITCH  |   |
| 16 PRESSURE HEAD HEATER SWITCH                   | 34 ARRESTING HOOK 'DOWN' WARNING LAMP<br>Lights when alighting gear is DOWN, but arresting hook<br>is UP      |   |
| 17 PORT AILERON TAB CIRCUIT BREAKER              |   |   |
| 18 IDENTIFICATION LAMPS SELECTOR SWITCH          |   |   |

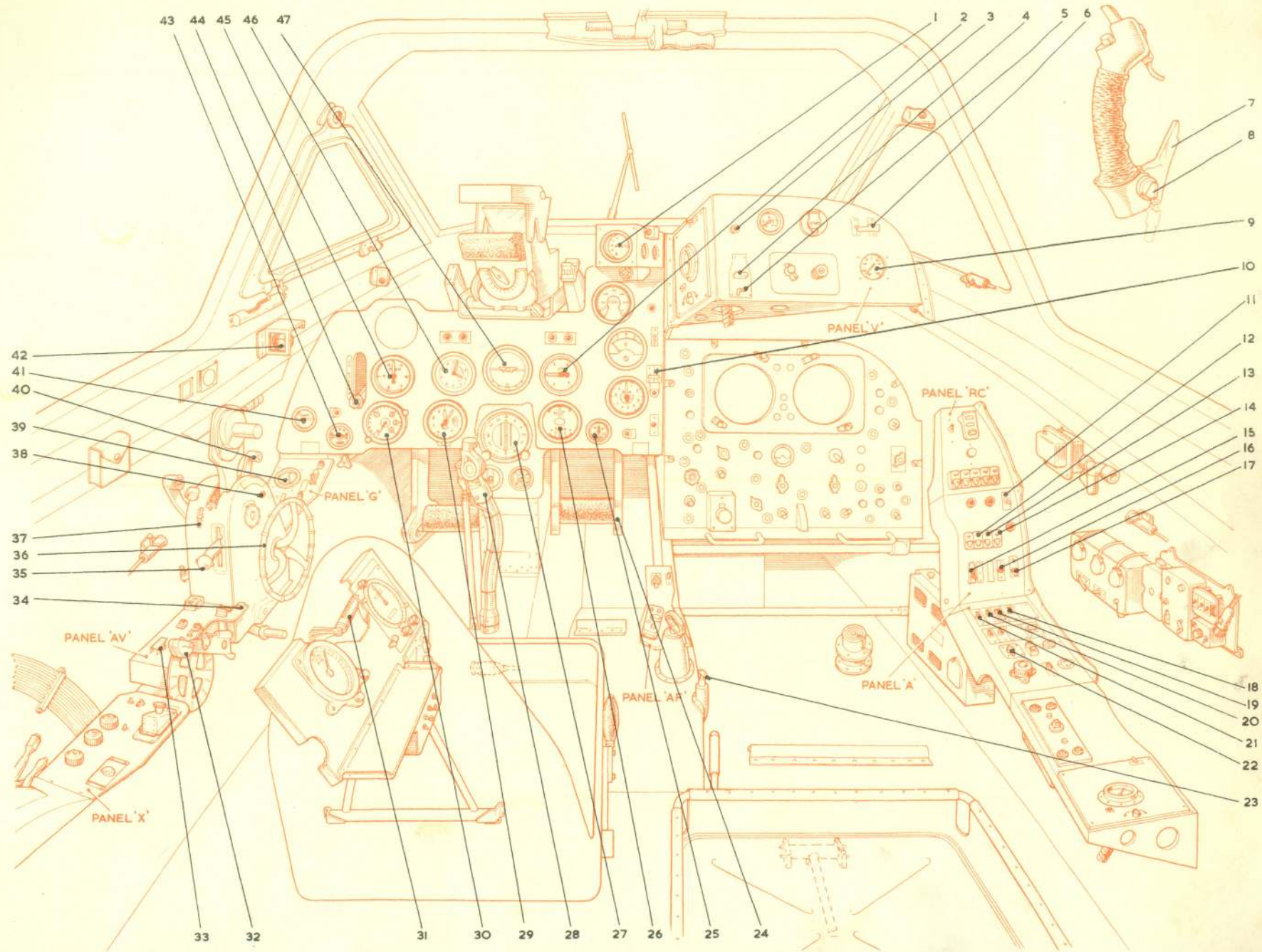


Fig.1 Flying controls and instruments (early aircraft)

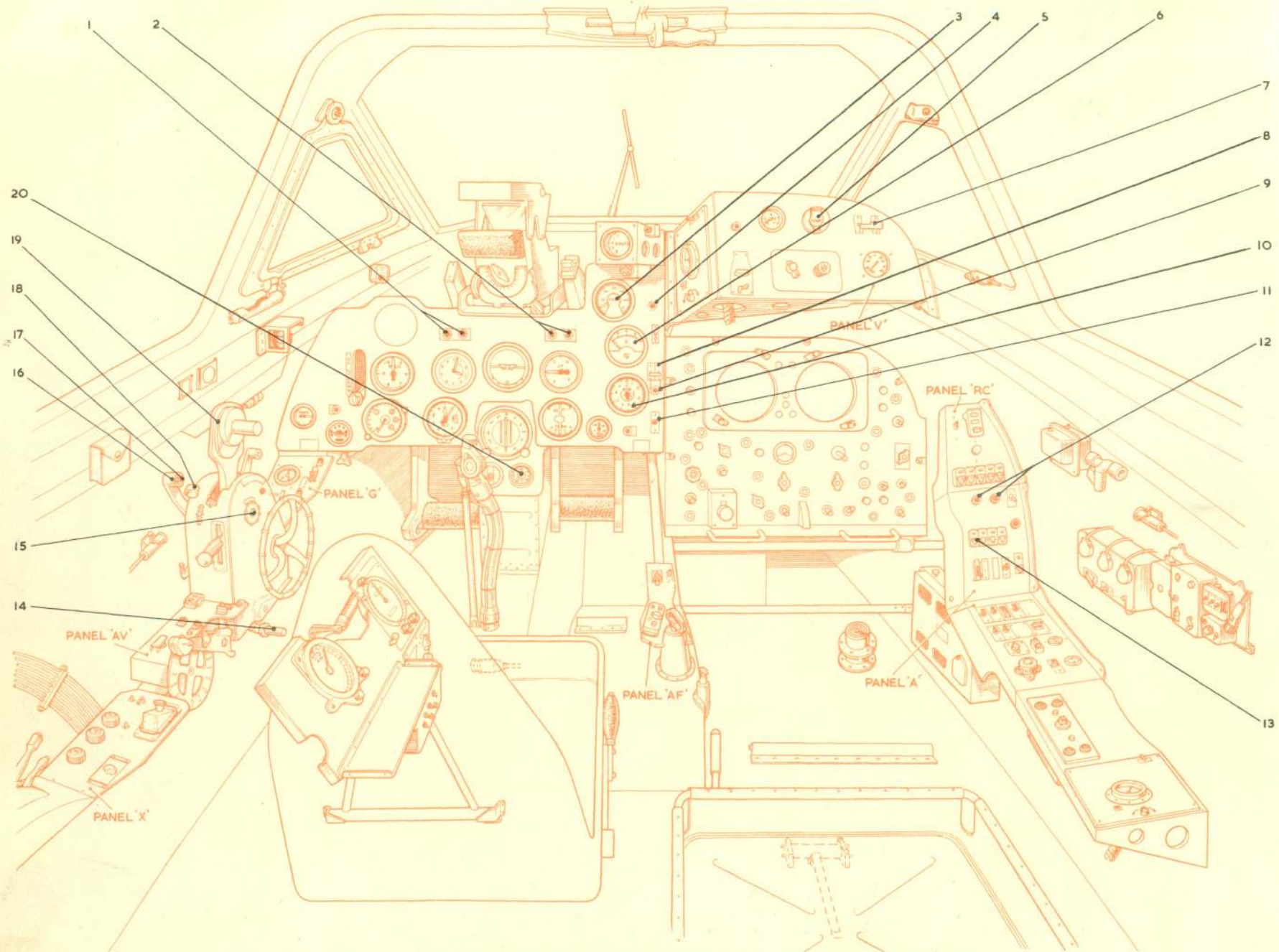


Fig.2 Engine controls and instruments (early aircraft)

## Key to Fig. 2 (Engine Controls and Instruments—Early Aircraft)

- |  |  |
|--|--|
| <p><b>1</b> GENERATOR FAILURE WARNING LAMPS<br/>(PILOT)<br/>Light up when the generators are not supplying the aircraft electrical system</p> <p><b>2</b> FUEL TRANSFER WARNING INDICATORS<br/>Wing-tip tanks</p> <p><b>3</b> FUEL CONTENTS GAUGE</p> <p><b>4</b> MAIN FUEL TANK CONTENTS PUSH SWITCH<br/>Registers contents of fuselage tank</p> <p><b>5</b> ENGINE STARTER PUSH SWITCH</p> <p><b>6</b> JET PIPE TEMPERATURE GAUGE</p> <p><b>7</b> ENGINE STARTER MASTER SWITCH</p> <p><b>8</b> FUEL BOOSTER PUMP SWITCH</p> <p><b>9</b> FUEL PRESSURE WARNING INDICATOR<br/>◀Shows▶ <i>WHITE</i> when fuel pressure drops below <math>1\frac{1}{2}</math> p.s.i.</p> <p><b>10</b> TACHOMETER</p> <p><b>11</b> FUEL PUMP EMERGENCY SWITCH</p> | <p><b>12</b> GENERATOR WARNING LAMPS (OBSERVER)<br/>Light up when the generators are not supplying the aircraft electrical system</p> <p><b>13</b> FUEL PUMP CIRCUIT BREAKER</p> <p><b>14</b> LOW-PRESSURE FUEL COCK LEVER<br/>Forward for fuel <i>ON</i></p> <p><b>15</b> THROTTLE FRICTION DAMPER WHEEL<br/>Turn clockwise to tighten throttle lever</p> <p><b>16</b> HIGH-PRESSURE FUEL COCK LEVER<br/>Up for fuel <i>ON</i></p> <p><b>17</b> FLIGHT RELIGHT SWITCH<br/>In centre of H.P. fuel cock lever handle</p> <p><b>18</b> HIGH-PRESSURE FUEL COCK LEVER CATCH<br/>Locks H.P. fuel cock lever in <i>ON</i> position</p> <p><b>19</b> THROTTLE LEVER</p> <p><b>20</b> OIL TEMPERATURE GAUGE</p> |
|--|--|

**Key to Fig. 3 (Operational Controls and Equipment—Early Aircraft)**

- |    |                                      |    |                                       |
|----|--------------------------------------|----|---------------------------------------|
| 1  | PILOT'S OXYGEN REGULATOR PANEL       | 22 | PILOT'S MIC-TEL. SOCKET               |
| 2  | OXYGEN PRESSURE GAUGE                | 23 | AIR POSITION INDICATOR CONTROL PANEL  |
| 3  | G.G.S. SELECTOR AND DIMMER SWITCH    | 24 | I.F.F. SELECTOR UNIT                  |
| 4  | R.P. FIRING PUSH SWITCH              | 25 | AIR POSITION INDICATOR                |
| 5  | A.P.S. 57 RADAR CONTROL PANEL        | 26 | GYRO COMPASS MK. 4B MASTER INDICATOR  |
| 6  | A.P.S. 57 RADAR SWITCH PANEL         | 27 | A.R.I. CONTROL UNIT                   |
| 7  | I.F.F. CONTROL UNIT                  | 28 | I.F.F. 'F' SWITCH                     |
| 8  | JUNCTION BOX TYPE 14B                | 29 | I.F.F. 'D' SWITCH                     |
| 9  | ZBX CONTROL UNIT                     | 30 | PILOT'S PRESS-TO-TRANSMIT SWITCH      |
| 10 | OBSERVER'S MIC-TEL SOCKET            | 31 | G.G.S. RANGE CONTROL                  |
| 11 | I.F.F. AUXILIARY CONTROL UNIT        | 32 | PILOT'S EXTENSION MIC-TEL. SOCKET     |
| 12 | CAMERA MASTER SWITCH                 | 33 | A.R.I. INDICATOR (To be fitted later) |
| 13 | CAMERA SUNNY/CLOUDY SWITCH           | 34 | GUN FIRING TRIGGER                    |
| 14 | G.G.S. CIRCUIT BREAKER               | 35 | CAMERA PUSH SWITCH                    |
| 15 | OBSERVER'S PRESS-TO-TRANSMIT SWITCH  | 36 | TRIGGER SAFETY FLAP                   |
| 16 | G.4B COMPASS CORRECTOR CONTROL PANEL | 37 | G.G.S. EMERGENCY RETRACTION CONTROL   |
| 17 | OBSERVER'S OXYGEN REGULATOR PANEL    | 38 | GYRO GUNSIGHT MK. 5                   |
| 18 | OBSERVER'S PRESS-TO-MUTE FOOT SWITCH | 39 | G.G.S. RECORDER                       |
| 19 | R.P. PAIRS/SALVO SWITCH              | 40 | G.G.S. RETRACTION SWITCH              |
| 20 | V.H.F. CONTROL UNIT                  | 41 | OBSERVER'S OXYGEN MAGNETIC INDICATOR  |
| 21 | R.P./GUNS MASTER SWITCH              |    |                                       |

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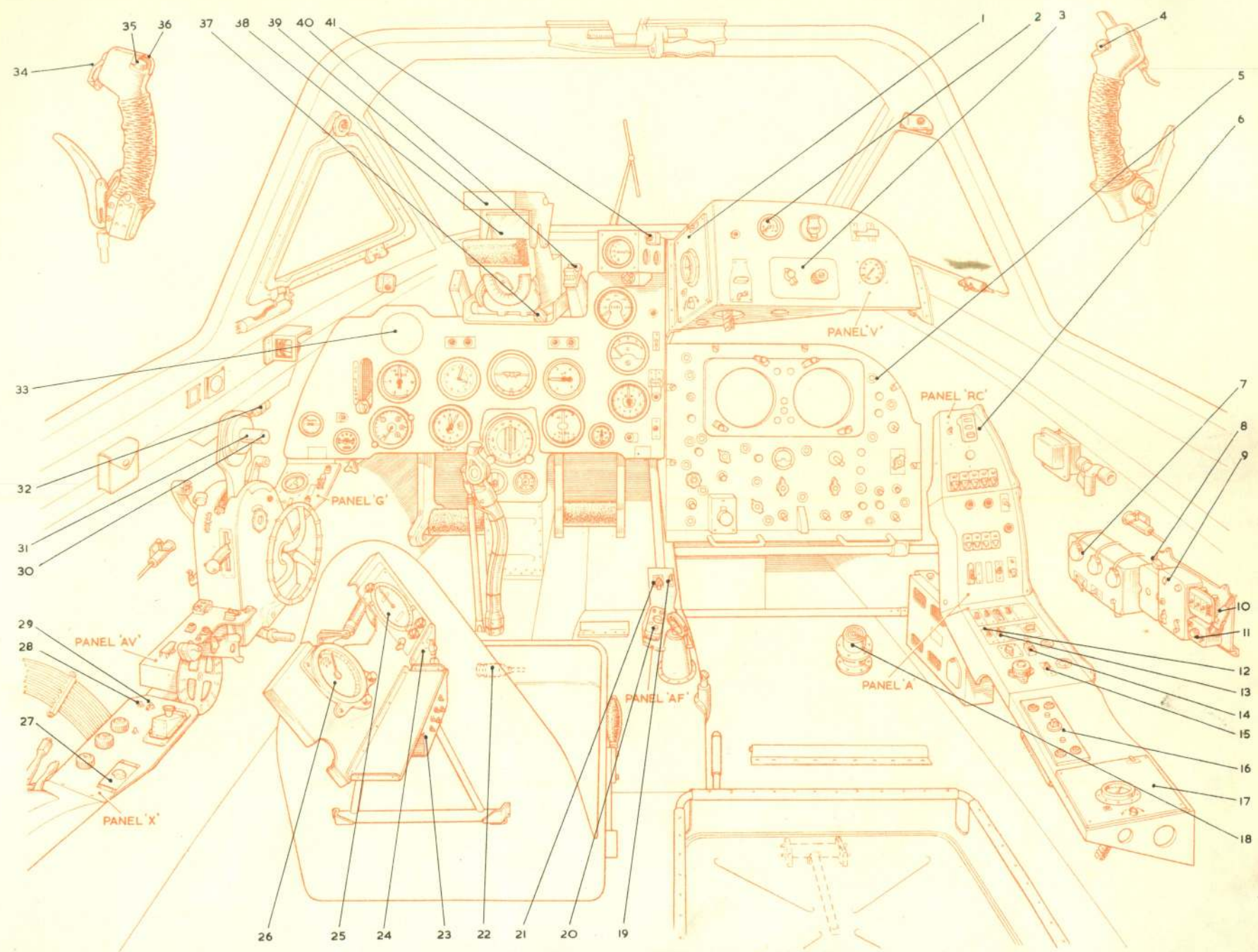


Fig. 3 Operational controls and equipment (early aircraft)

(A.L. 38, Mar. 56)

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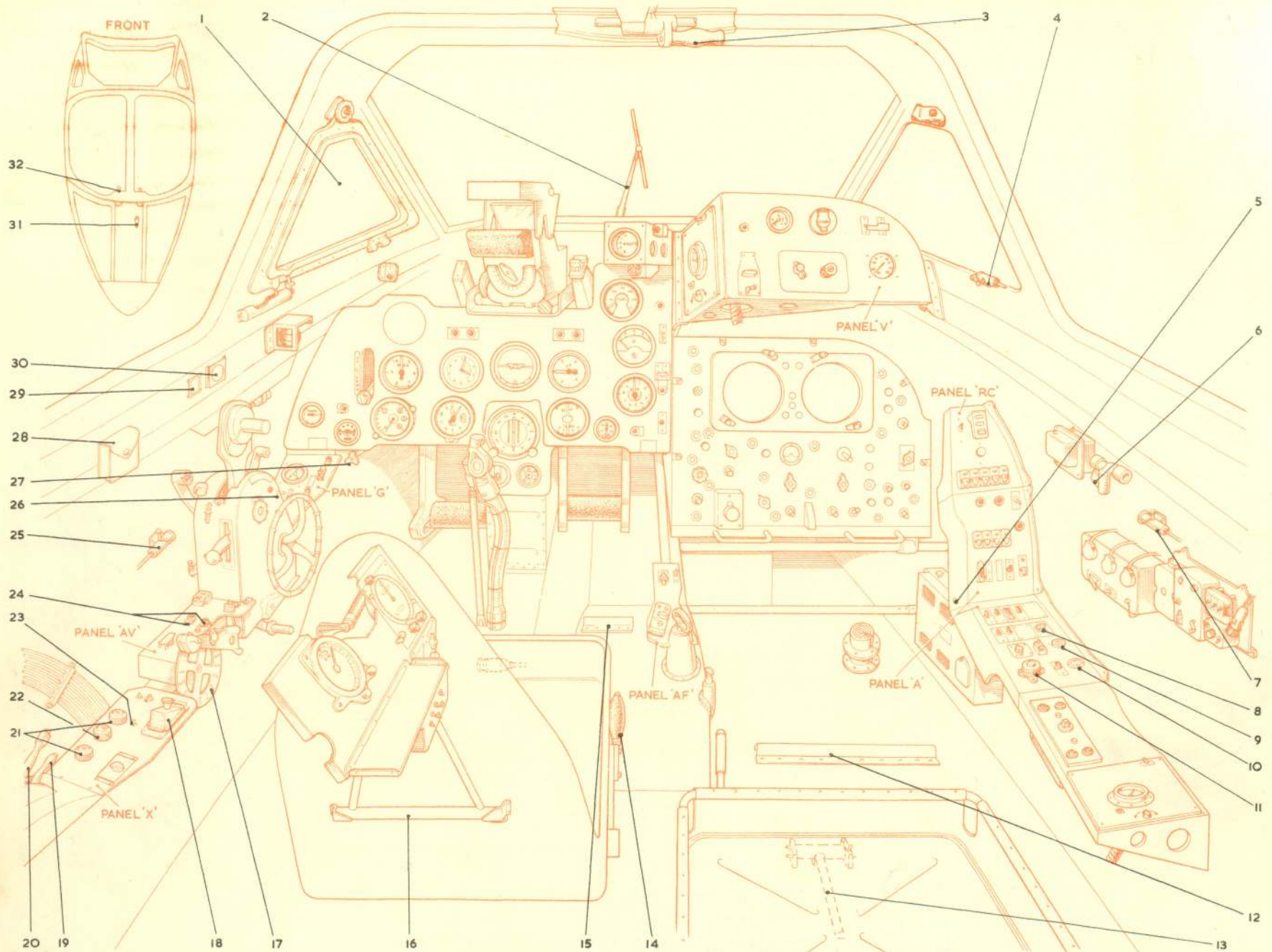


Fig. 4 Miscellaneous controls and equipment (early aircraft)

## KEY TO FIG. 4 (MISCELLANEOUS CONTROLS AND EQUIPMENT—EARLY AIRCRAFT)

- |  |   |
|--|---|
| 1 PILOT'S D.V. WINDOW  | 16 CABIN FLYING CONTROLS LOCK STOWAGE                           |
| 2 WINDSCREEN WIPER   | 17—TEMPERATURE CONTROL HAND WHEEL                               |
| 3 CANOPY HATCH OPENING HANDLE<br>Pull down and forward to unlock | 18 WINDSCREEN DE-ICING PUMP CONTROL                             |
| 4 HATCH BALANCE ARM RELEASE CATCH<br>Push forward to unlock      | 19 WING FOLD SELECTOR LEVER<br>Push forward to fold             |
| 5 A.P.S. 57 TEST SOCKET  | 20 WING FOLD LOCK LEVER<br>Push forward to UNLOCK               |
| 6 PUNKAH LOUVRE  | 21 PILOT'S PANEL LAMPS DIMMER SWITCHES (2)                      |
| 7 OBSERVER'S HARNESS RELEASE CATCH                               | 22 PILOT'S U/V LAMPS DIMMER SWITCH                              |
| 8 FUEL PUMP TEST SWITCH  | 23 RED LAMPS MASTER SWITCH                                      |
| 9 FUEL PUMP TEST SOCKET  | 24 WING LOCK INDICATORS<br>WHITE shows UNSAFE                   |
| 10 INSPECTION LAMP SOCKET  | 25 PILOT'S HARNESS RELEASE CATCH                                |
| 11 OBSERVER'S CABIN LAMPS DIMMER SWITCH                          | 26 SPARE LAMP HOLDERS<br>(For G.G.S. retraction unit filaments) |
| 12 OBSERVER'S HEEL REST  | 27 WINDSCREEN WIPER CONTROL KNOB                                |
| 13 FILLER CAP SPANNER<br>Under seat                              | 28 HATCH GUN LOCKING PIN STOWAGE                                |
| 14 PILOT'S SEAT ADJUSTING LEVER                                  | 29 A.S.I. DEVIATION CARD HOLDER                                 |
| 15 PILOT'S HEEL REST<br>(Right hand only shown)                  | 30 COMPASS CARD HOLDER  |
|  | 31 HATCH EXTERNAL RELEASE HANDLE                                |
|  | 32 HATCH JETTISON-GUN LOCK HANDLE                               |

KEY TO FIG. 5 (FLYING CONTROLS AND INSTRUMENTS—LATER AIRCRAFT)

- |   |   |
|---|---|
| 1 ACCELEROMETER   | 29 CONTROL COLUMN   |
| 2 RATE OF CLIMB INDICATOR                               | 30 ALTIMETER  |
| 3 R.A.T.O. EQUIPMENT WARNING LAMP                       | 31 RADIO ALTIMETER  |
| 4 R.A.T.O. EQUIPMENT MASTER SWITCH                      | 32 AILERON TRIM SPRING STRUT<br>Rotate barrel of strut to <i>PORT</i> or <i>STARBOARD</i> to trim ailerons  |
| 5 AIR TEMPERATURE INDICATOR                             | 33 ARRESTING HOOK SELECTOR LEVER<br>Operates in natural sense <i>UP-DOWN</i>  |
| 6 R.A.T.O. EQUIPMENT SAFETY SWITCH                      | 34 R.A.T.O. EQUIPMENT JETTISON PUSH SWITCH  |
| 7 BRAKE LEVER   | 35 ARRESTING HOOK 'DOWN' WARNING LAMP<br>◀ Lights when alighting gear is fully <i>DOWN</i> , and the arresting hook is <i>DOWN</i> ▶                              |
| 8 BRAKE LEVER PARKING CATCH                             | 36 ELEVATOR TRIM TAB CONTROL WHEEL  |
| 9 FLIGHT INSTRUMENTS SWITCH                             | 37 FLAP SELECTOR LEVER<br>Operates in natural sense <i>UP-NEUTRAL-DOWN</i>  |
| 10 PRESSURE HEAD HEATER SWITCH                          | 38 ELEVATOR TRIM TAB INDICATOR  |
| 11 BATTERY ISOLATING SWITCH                             | 39 R.A.T.O. EQUIPMENT FIRING SWITCH   |
| 12 EXTERNAL LAMPS CIRCUIT BREAKER                       | 40 WHEEL BRAKES PRESSURE GAUGE<br>Centre dial indicates total hydraulic pressure  |
| 13 MAIN INVERTER CIRCUIT BREAKER                        | 41 DIVE BRAKES SELECTOR LEVER<br>Pull lever rearwards for dive brakes <i>OUT</i>  |
| 14 STANDBY INVERTER CIRCUIT BREAKER                     | 42 ALIGHTING GEAR POSITION INDICATOR<br>No lights—locked <i>UP</i><br>Three red lights—between <i>UP</i> and <i>DOWN</i><br>Three green lights—locked <i>DOWN</i> |
| 15 I.F.F.10 MAIN SWITCH                                 | 43 FLAP POSITION INDICATOR  |
| 16 MAIN INVERTER GROUND-TEST SWITCH                     | 44 ALIGHTING GEAR SELECTOR LEVER<br>Operates in natural sense <i>UP-DOWN</i>  |
| 17 INSTRUMENT INVERTER RESET SWITCH                     | 45 E.2A COMPASS   |
| 18 PORT AILERON TAB CIRCUIT BREAKER                     | 46 MACHMETER  |
| 19 IDENTIFICATION LAMPS SELECTOR SWITCH                 | 47 TWIN POINTER AIR SPEED INDICATOR   |
| 20 ALIGHTING GEAR LAMP<br>Shore-based/Carrier           | 48 ARTIFICIAL HORIZON   |
| 21 NAVIGATION LAMPS MORSE SWITCH                        |   |
| 22 NAVIGATION LAMPS BRIGHT/DIM SWITCH                   |   |
| 23 LANDING LAMPS SELECTOR SWITCH<br><i>OFF-LOW-HIGH</i> |   |
| 24 POWERED AILERON SELECTOR VALVE                       |   |
| 25 CABIN ALTIMETER                                      |   |
| 26 RUDDER PEDALS  |   |
| 27 TURN AND SLIP INDICATOR                              |   |
| 28 G.M.4F COMPASS                                       |   |

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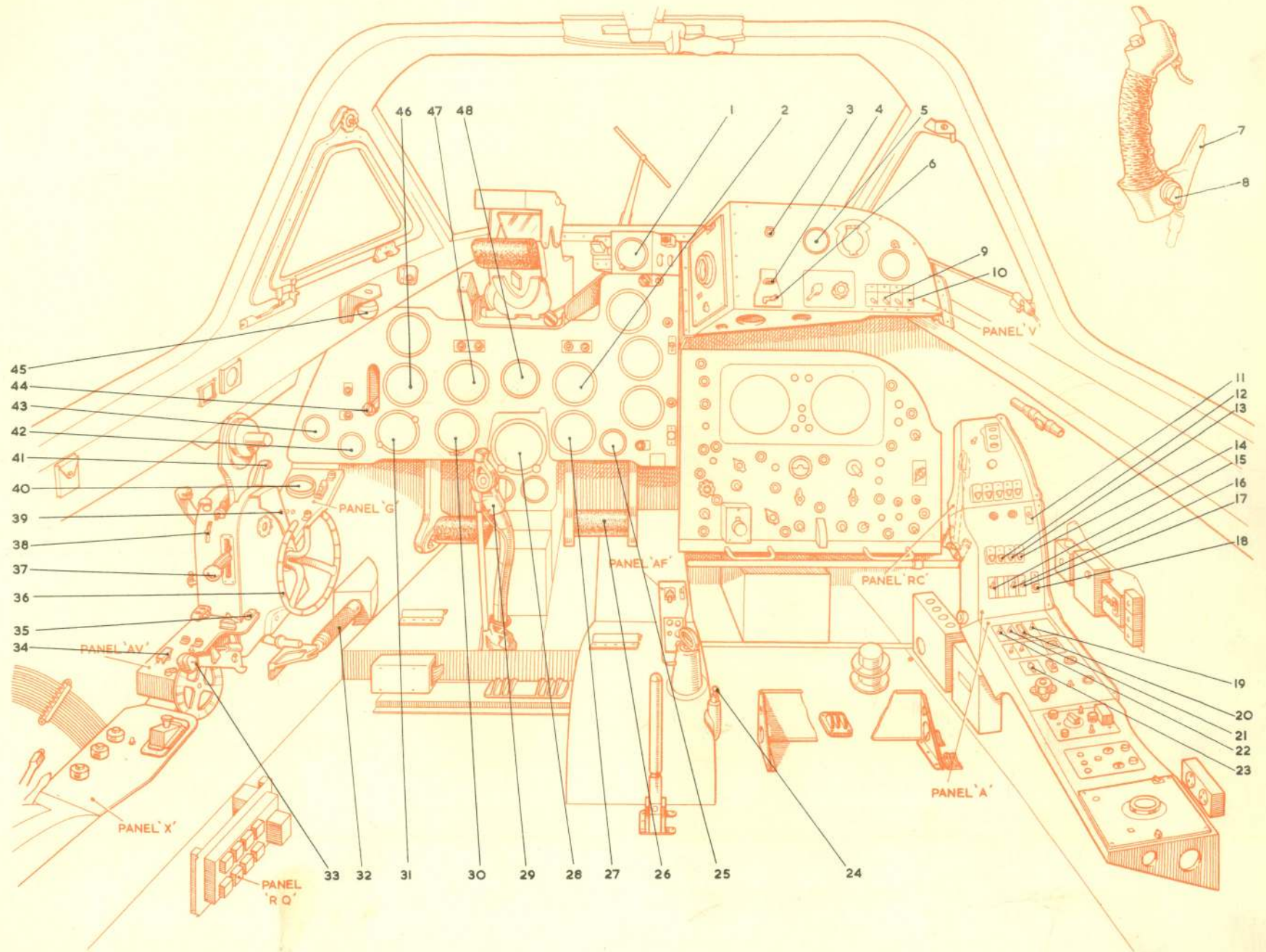


Fig.5 Flying controls and instruments(later aircraft)

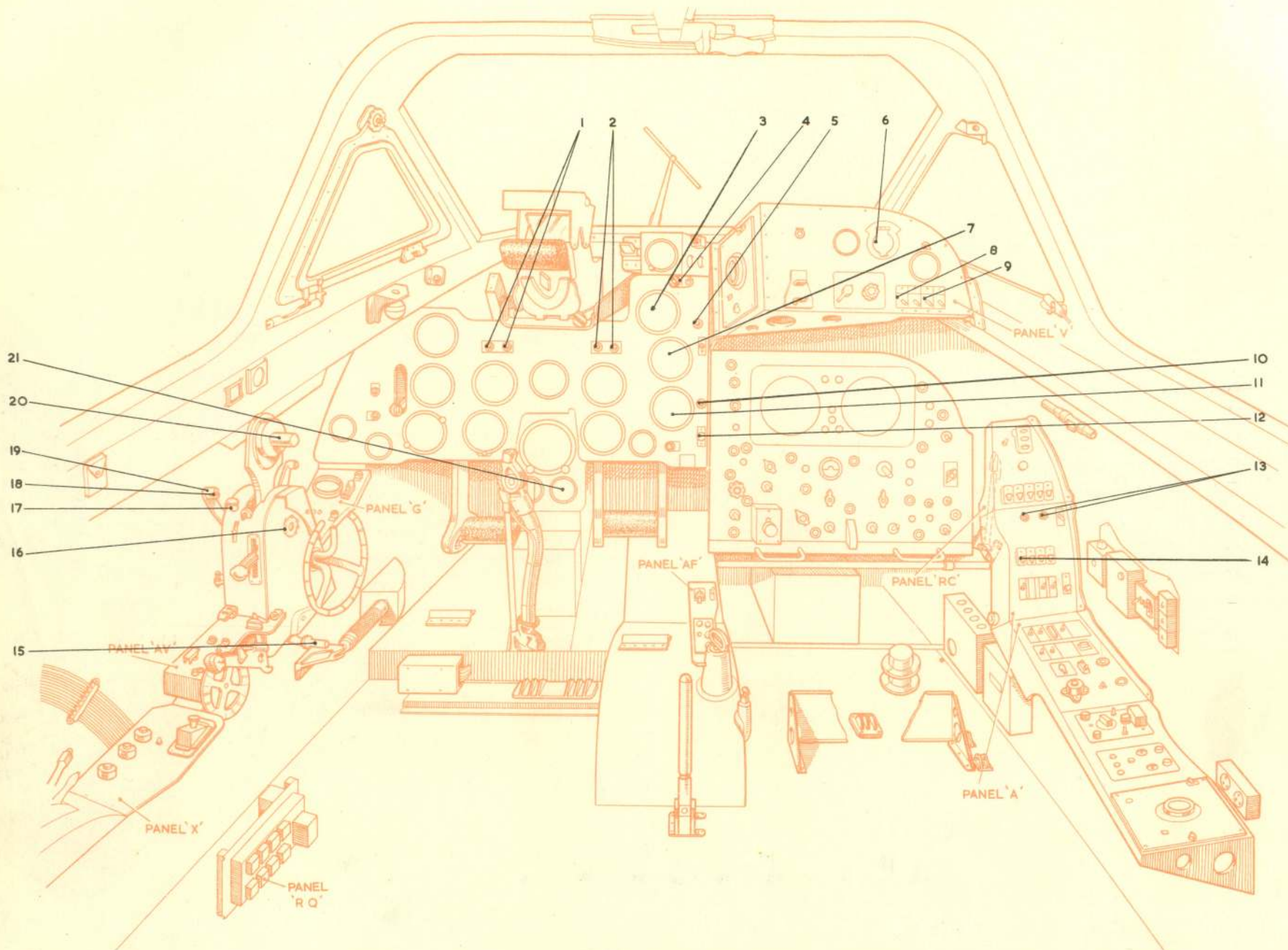


Fig.6 Engine controls and instruments (later aircraft)

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## Key to Fig. 6 (Engine Controls and Instruments—Later Aircraft)

- |   |  |
|---|--|
| <p><b>1</b> GENERATOR FAILURE WARNING LAMPS<br/>(PILOT)<br/>Light up when the generators are not supplying the aircraft electrical system</p> <p><b>2</b> WING-TIP TANKS FUEL TRANSFER INDICATORS</p> <p><b>3</b> FUEL CONTENTS GAUGE</p> <p><b>4</b> FIRE WARNING LAMP AND EXTINGUISHER PUSH SWITCH</p> <p><b>5</b> FUSELAGE TANK CONTENTS SELECTOR SWITCH<br/>Registers contents on fuel contents gauge</p> <p><b>6</b> ENGINE STARTER PUSH SWITCH</p> <p><b>7</b> JET PIPE TEMPERATURE GAUGE</p> <p><b>8</b> ENGINE STARTER MASTER SWITCH</p> <p><b>9</b> FUEL BOOSTER PUMP SWITCH</p> <p><b>10</b> FUEL PRESSURE WARNING INDICATOR<br/>◀Shows▶ <i>WHITE</i> when fuel pressure drops below <math>1\frac{1}{2}</math> p.s.i.</p> <p><b>11</b> TACHOMETER</p> | <p><b>12</b> FUEL PUMP EMERGENCY SWITCH<br/>Operates only when a Ghost Mk. 105 power unit is fitted</p> <p><b>13</b> GENERATOR WARNING LAMPS (OBSERVER)<br/>Light up when the generators are not supplying the aircraft electrical system</p> <p><b>14</b> FUEL PUMP CIRCUIT BREAKER</p> <p><b>15</b> LOW-PRESSURE FUEL COCK LEVER<br/>Forward for fuel <i>ON</i></p> <p><b>16</b> THROTTLE FRICTION DAMPER WHEEL<br/>Turn clockwise to tighten throttle lever</p> <p><b>17</b> HIGH-PRESSURE FUEL COCK LEVER CATCH<br/>Locks H.P. fuel cock lever in <i>ON</i> position</p> <p><b>18</b> FLIGHT RELIGHT SWITCH<br/>In centre of H.P. fuel cock lever handle</p> <p><b>19</b> HIGH-PRESSURE FUEL COCK LEVER<br/>Up for fuel <i>ON</i></p> <p><b>20</b> THROTTLE LEVER</p> <p><b>21</b> OIL TEMPERATURE GAUGE</p> |
|---|--|

**Key to Fig. 7 (Operational Controls and Equipment—Later Aircraft)**

- |    |   |    |  |
|----|---|----|--|
| 1  | PILOT'S OXYGEN REGULATOR PANEL            | 16 | OBSERVER'S PRESS-TO-MUTE FOOT SWITCH               |
| 2  | G.G.S. SELECTOR AND DIMMER SWITCH         | 17 | R.P. PAIRS/SALVO SWITCH                            |
| 3  | OXYGEN CONTENTS GAUGE                     | 18 | V.H.F. CONTROL UNIT                                |
| 4  | R.P. FIRING PUSH SWITCH                   | 19 | R.P./GUNS MASTER SWITCH                            |
| 5  | A.I. MK. 21 RADAR CONTROL PANEL           | 20 | PILOT'S PRESS-TO-TRANSMIT SWITCH                   |
| 6  | A.I. MK. 21 RADAR SWITCH PANEL            | 21 | G.G.S. RANGE CONTROL                               |
| 7  | JUNCTION BOX TYPE 14B                     | 22 | A.R.I. INDICATOR                                   |
| 8  | ZBX CONTROL UNIT                          | 23 | GUN FIRING TRIGGER                                 |
| 9  | CAMERA SUNNY/CLOUDY SWITCH                | 24 | CAMERA PUSH SWITCH                                 |
| 10 | CAMERA MASTER SWITCH                      | 25 | TRIGGER SAFETY FLAP                                |
| 11 | G.G.S. CIRCUIT BREAKER                    | 26 | G.G.S. EMERGENCY RETRACTION CONTROL                |
| 12 | OBSERVER'S PRESS-TO-TRANSMIT SWITCH       | 27 | GYRO GUNSIGHT MK. 5                                |
| 13 | I.F.F. CONTROL UNIT                       | 28 | G.G.S. RECORDER                                    |
| 14 | G.M.4F COMPASS CORRECTOR CONTROL<br>PANEL | 29 | G.G.S. RETRACTION SWITCH                           |
| 15 | OBSERVER'S OXYGEN REGULATOR PANEL         | 30 | OBSERVER'S ADDITIONAL OXYGEN<br>MAGNETIC INDICATOR |

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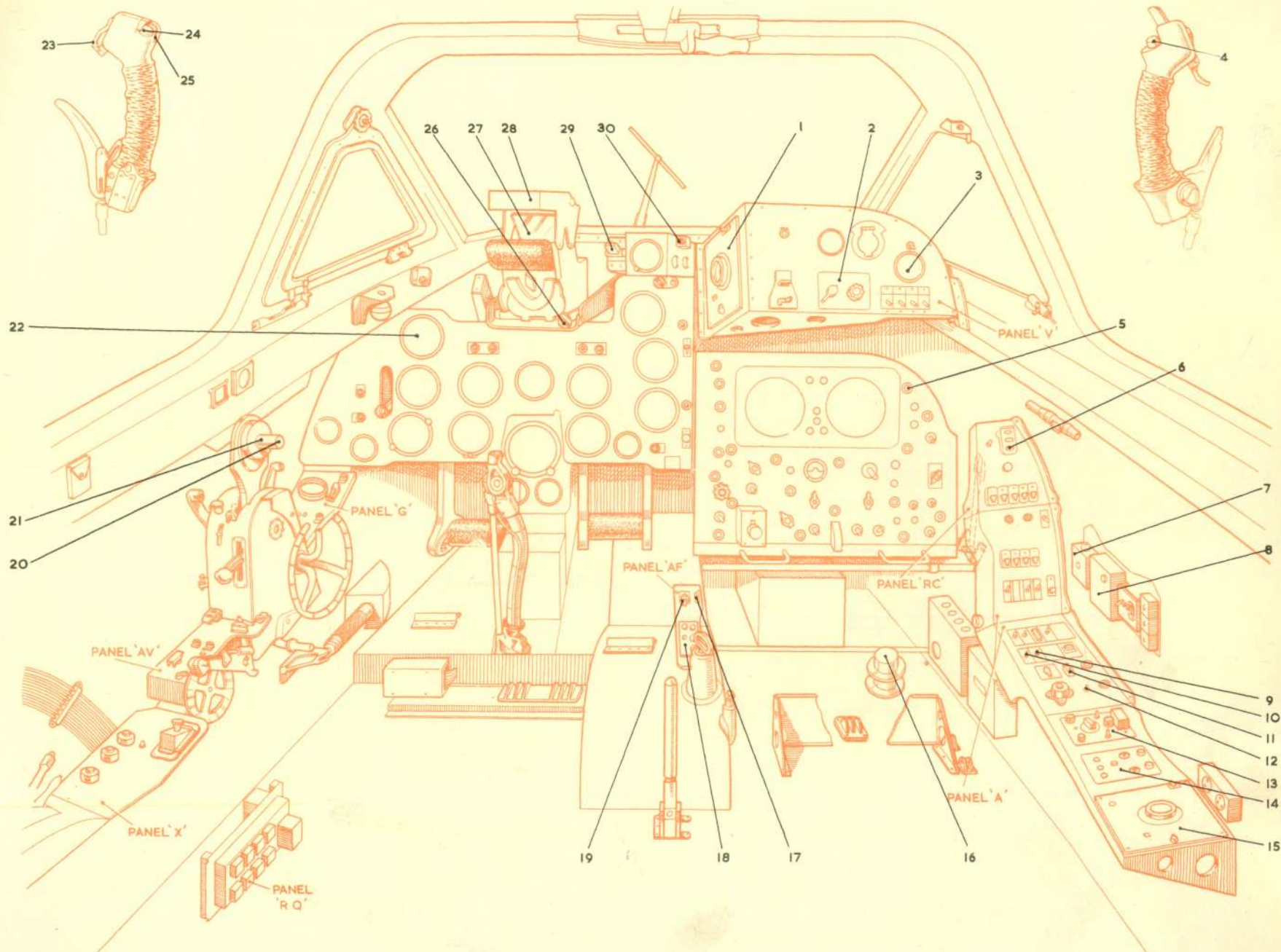


Fig.7 Operational controls and equipment (later aircraft)

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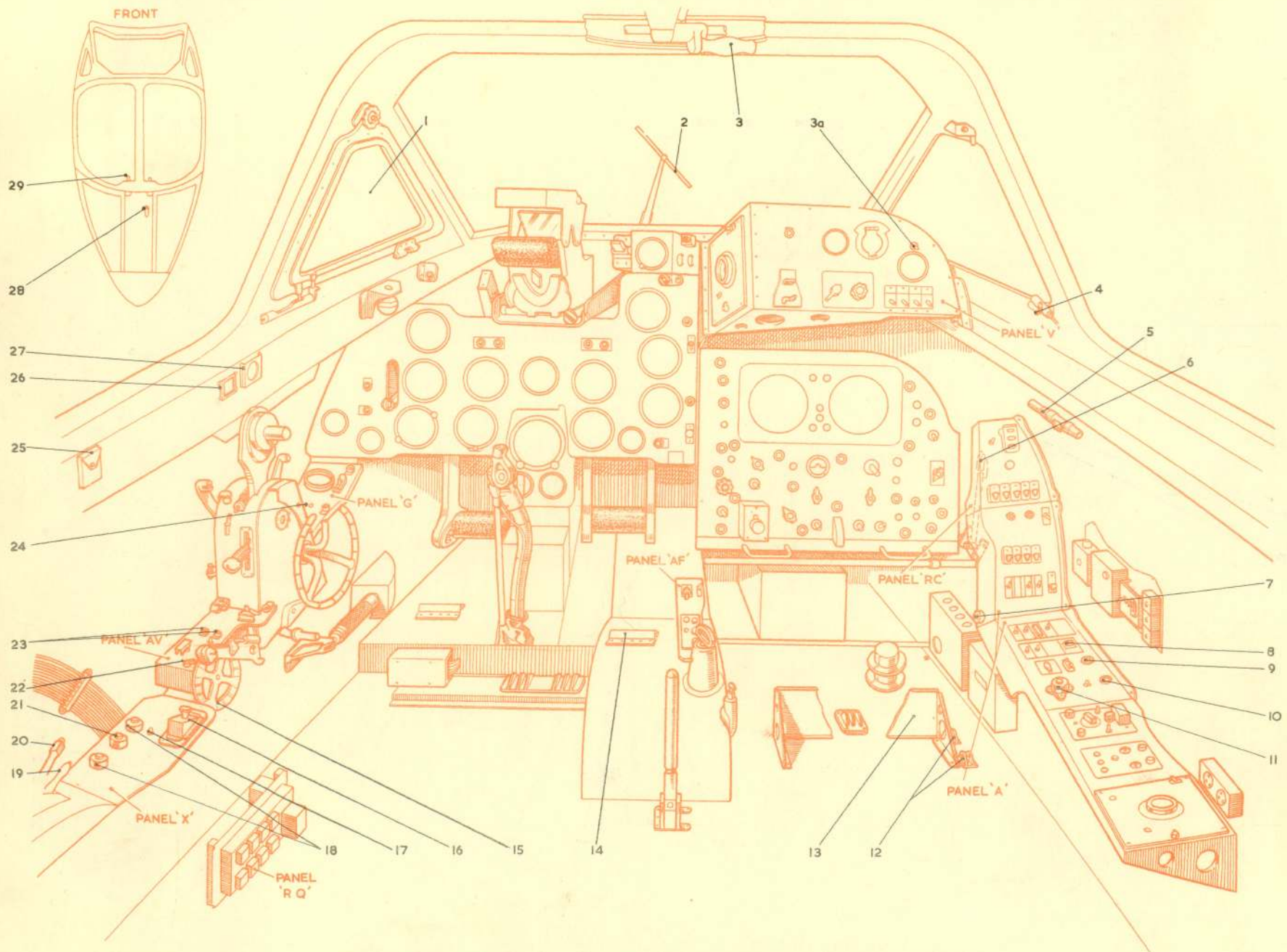


Fig.8 Miscellaneous controls and equipment (later aircraft)

## KEY TO FIG. 8 (MISCELLANEOUS CONTROLS AND EQUIPMENT—LATER AIRCRAFT)

- |  |   |
|--|---|
| 1 PILOT'S D.V. WINDOW  | 16 WINDSCREEN DE-ICING PUMP CONTROL                             |
| 2 WINDSCREEN WIPER   | 17 RED LAMPS MASTER SWITCH                                      |
| 3 HATCH INTERNAL OPENING HANDLE<br>Pull down and forward to unlock | 18 PILOT'S PANEL LAMPS DIMMER SWITCHES (2)                      |
| 3a PANEL LIGHT SWITCH  | 19 WING FOLD SELECTOR LEVER<br>Push forward to FOLD             |
| 4 HATCH BALANCE ARM RELEASE CATCH<br>Push forward to unlock        | 20 WING FOLD LOCK LEVER<br>Push forward to UNLOCK               |
| 5 PUNKAH LOUVRE  | 21 PILOT'S U/V LAMPS DIMMER SWITCH                              |
| 6 FILLER CAP SPANNER   | 22 WINDSCREEN WIPER CONTROL KNOB                                |
| 7 A.I. Mk. 21 TEST SOCKET  | 23 WING LOCK INDICATORS<br>WHITE shows UNSAFE*                  |
| 8 FUEL PUMP TEST SWITCH  | 24 SPARE LAMP HOLDERS<br>(For G.G.S. retraction unit filaments) |
| 9 FUEL PUMP TEST SOCKET  | 25 HATCH GUN LOCKING PIN STOWAGE                                |
| 10 INSPECTION LAMP SOCKET  | 26 A.S.I. DEVIATION CARD HOLDER                                 |
| 11 OBSERVER'S CABIN LAMPS DIMMER SWITCH                            | 27 COMPASS CARD HOLDER  |
| 12 CABIN FLYING CONTROLS LOCK STOWAGE                              | 28 HATCH EXTERNAL RELEASE HANDLE                                |
| 13 OBSERVER'S HEEL GUARD   | 29 HATCH JETTISON-GUN LOCK HANDLE                               |
| 14 PILOT'S HEEL REST   |   |
| 15 TEMPERATURE CONTROL HAND WHEEL                                  |   |



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