

Chapter 2

PREPARATION FOR FLIGHT

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WARNING . . .**Tail strut**

A strut (fig. 1, Sect. 2, Chap. 4) is provided and must be fitted during all ground servicing operations. The strut is tubular, its head having a threaded attachment which should be screwed and locked into the anchorage on the centre line of the rear fuselage underside at Stn. 1046. The purpose of the strut is to give indication of tail movement in a downward direction. It is adjustable to four different lengths

according to the position of a pip pin in holes in the inner and outer sleeves, and is designed to swing fore and aft. The strut must be adjusted to give a ground clearance of about 4 in. according to aircraft loading. When loading or refuelling, where there is a possibility of the C.G. reaching its aft limit, the strut must be adjusted to its shortest length and careful observation kept to ensure that the ground clearance is maintained. Contact of the strut with the ground indicates an

out-of-balance moment aft which must be immediately corrected to restore the ground clearance.

1. The specifications of the fuel, oil, hydraulic and de-icing fluids, together with the respective tank capacities, are given in the Leading Particulars.

REFUELLING (fig. 1, 2 and 3)**Refuelling connections**

2. Pressure refuelling must be employed

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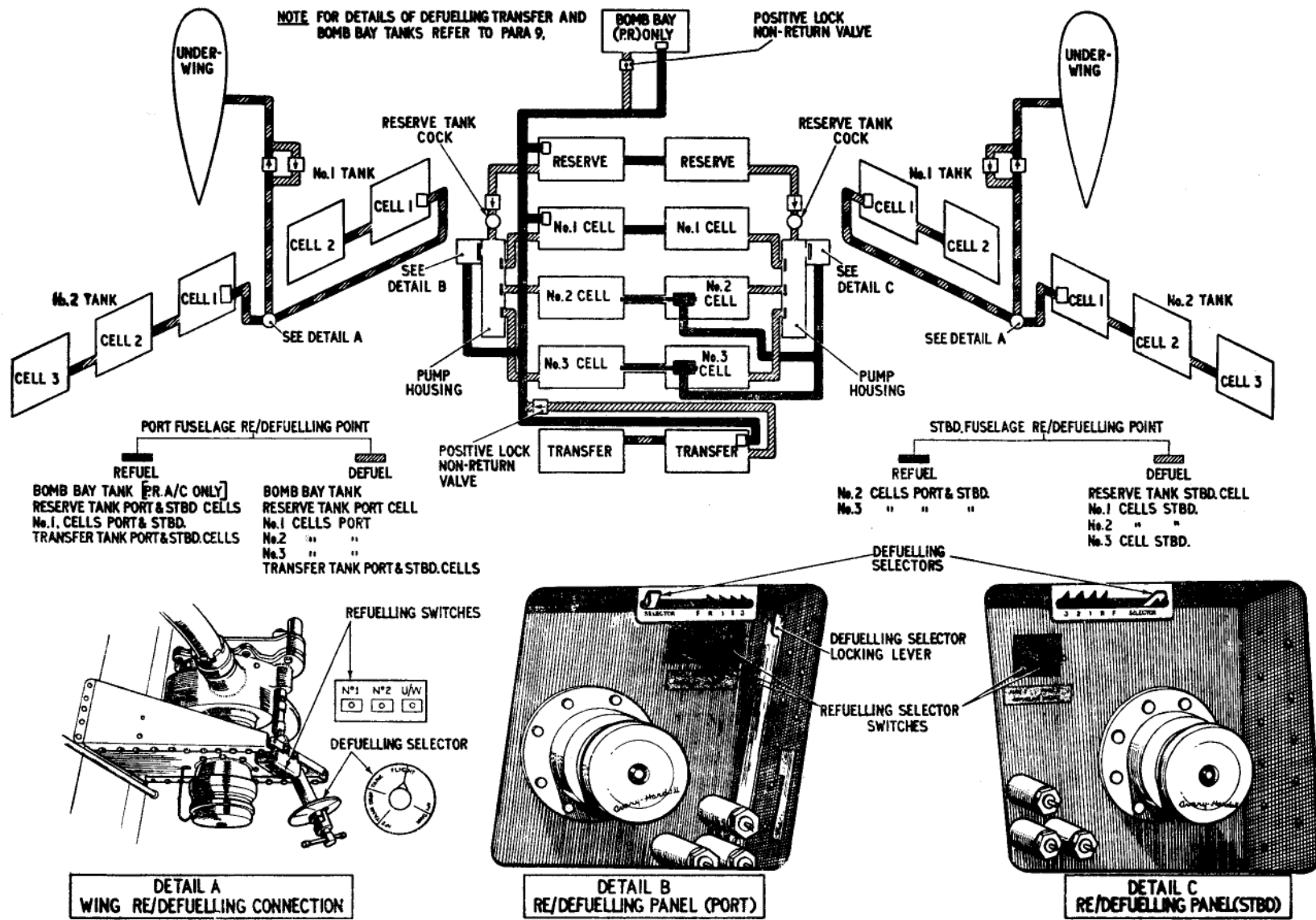


Fig. 1—Fuelling and defuelling diagram, B Mk. 1 & B/PR Mk. 1

and the maximum rate of 150 gallons per minute per refuelling connection must not be exceeded. On B Mk. 1 and B/PR Mk. 1 aircraft there are four refuelling connections, one at each side of the fuselage at Stn. 524 · 2 and one in the underside of each outer plane aft of the rear spar at Stn. 240. On B/K Mk. 1 and B/K/PR Mk. 1 aircraft the wing refuelling connections are deleted and all refuelling is effected at the two fuselage refuelling connections. Tank selector switches are provided at each refuelling point.

3. In order to keep the aircraft C.G. forward whilst refuelling, it is recommended that the fuselage tanks be filled first, commencing with the foremost cell to be filled. See also Sect. 2, Chap. 3. The refuelling sequence is as follows:—

- (1) If four refuelling units are available, fill at all four refuelling connections simultaneously (B Mk. 1 and B/PR Mk. 1 aircraft only).
- (2) If two refuelling units are available fill at both fuselage connections simultaneously (all variants of aircraft), then at both wing connections simultaneously (B Mk. 1 and B/PR Mk. 1 aircraft only).
- (3) If only one refuelling unit is available, fill at the port fuselage connection, the starboard fuselage connection, the starboard wing connection and the port wing connection in that order (the wing connections being applicable to B Mk. 1 and B/PR Mk. 1 aircraft only).

Fuselage tanks

4. On all aircraft variants the fuselage port refuelling connection serves the reserve tank, No. 1 fuselage cells and the transfer tank; on B/PR Mk. 1, B/K Mk. 1 and B/K/PR Mk. 1 aircraft it also serves the bomb-bay tank. The starboard refuelling connection serves fuselage cells No. 2 and 3 (fig. 1 and 2). To fill the fuselage tanks proceed as follows:—

- (1) Connect a 28-volt electrical supply to the external power supply panel.

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(2) On B/K Mk. 1 and B/K/PR Mk. 1 aircraft ensure that all air-to-air refuelling switches on the starboard coaming panel in the cockpit are at OFF.

(3) Remove the access panel covering the appropriate refuelling connection and couple up the refuelling unit hose.

(4) Select the tank or cells to be filled, using the tank selector switches at the refuelling connection, and start the refuelling unit. When the tank or cell is full a float switch will close the tank refuelling valve and cut off the flow; this becomes evident by a change of note in the refuelling unit motor, and the refuelling unit gauges registering no flow.

(5) When the tank or cells are full return the selector switches to OFF. Stop and uncouple the refuelling unit. Replace the access panel.

Note . . .

It is essential that the tank selector switches are returned to OFF on completion of refuelling. On B/K Mk. 1 and B/K/PR Mk. 1 aircraft it is not possible to replace the access panel until the switches are OFF.

Wing and underwing tanks

B Mk. 1 and B/PR Mk. 1 aircraft

5. The refuelling connection in each wing serves the underwing tank and the tanks in the wing to which it is fitted. Remove the access panel and leave the *defuelling selector* lever (fig. 1, detail A) at FLIGHT throughout the refuelling operation. Select the tank to be filled, using selector switches marked NO. 1, NO. 2 and U/W. Return the tank selector switches to OFF when the operation is complete (*para. 7*).

B/K Mk. 1 and B/K/PR Mk. 1 aircraft

6. The wing tanks on these aircraft are refuelled at the fuselage refuelling connections, where the relevant switches will be found. Remove the fuselage access panel and check that the access panel in the wing has not been removed; select the tank to be

filled. Return the selector switches to OFF when the operation is complete.

Partial filling of tanks

WARNING . . .

The reserve tanks and No. 1 fuselage cells must always be filled to capacity whenever these tanks are refilled, but partial loading is permissible in the other fuselage tanks.

7. For partial filling of fuselage cells No. 2 and 3, wing tanks and the bomb-bay or transfer tanks, attention must be paid to the refuelling unit gauges. When the required amount has been pumped in, *the selector switches must be returned to OFF before the refuelling unit is stopped*. This will ensure that the valves are hydraulically locked shut.

8. When the bomb-bay tank (B/PR Mk. 1, B/K Mk. 1 and B/K/PR Mk. 1 aircraft) and the transfer tank are to be left empty their refuelling selector switches should be flicked on and off while the reserve tank and/or fuselage No. 1 cells are being refuelled. This will ensure that the refuelling valves are correctly seated and are fully primed and sealed by means of the hydraulic lock.

DEFUELLING (fig. 1 and 2)

9. The refuelling points already mentioned are also used for defuelling. The tanks should be defuelled as follows, wing tanks first:—

WARNING . . .

If all the fuselage tanks are to be defuelled together, the wing tanks must be empty; this ensures a forward C.G. position (Sect. 2, Chap. 3).

Wing and underwing tanks

Note . . .

Before defuelling the port or starboard wing tanks operate the "P" type main cock in the by-pass around the relief valves of the side being defuelled to ensure that no fuel is in the vent piping.

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B Mk. 1 and B/PR Mk. 1 aircraft

10. (1) Remove the access panel at the appropriate wing connection and couple up the defuelling unit hose.

(2) Pull the tank selector lever down to its full extent and select the tank to be emptied. The valve markings are:— FLIGHT, NO. 1 TANK, NO. 2 TANK, DROP TANK.

(3) Having defuelled, uncouple the defuelling unit hose, return the selector lever to FLIGHT, push it home and replace the access panel.

Note . . .

The lever must be at FLIGHT before it can be pushed in and the access panel fitted.

B/K Mk. 1 and B/K/PR Mk. 1 aircraft

11. (1) Remove the access panel at the appropriate fuselage connection and couple up the defuelling unit hose.

(2) Remove the access panel at the appropriate wing defuelling selector valve, pull the selector lever down to its full extent and select the tank to be emptied. The valve markings are:—FLIGHT, NO. 1 TANK, SHUT, NO. 2 TANK, DROP TANK.

(3) Having defuelled, uncouple the defuelling unit hose, return the selector lever to FLIGHT, push it home and replace the access panel.

Note . . .

The lever must be at FLIGHT before it can be pushed in and the access panel fitted.

(4) Replace the access panel removed in operation (1).

Fuselage tanks

12. When defuelling the fuselage tanks it should be noted that whatever selection is made at the port side defuelling selector lever, the bomb-bay tank (not fitted to B Mk. 1 aircraft) and the transfer tank will be emptied unless the positive lock non-return valves in the pump lines from these tanks, are moved to the LOCKED SHUT position. The positive lock non-return valve for the transfer tank is on the fuselage port side, access to

which is through a panel aft of the port defuelling connection; a similar non-return valve for the bomb-bay tank is on the tank and access is gained by opening the interference shield at the aft end of the tank. On B/K Mk. 1 and B/K/PR Mk. 1 aircraft the wing panel must be removed and SHUT selected at the wing defuelling selector lever for the side being defuelled if the wing fuel tanks are not to be emptied. Proceed as follows:—

(1) Remove the access panel covering the fuelling connection in the fuselage side and couple up the defuelling unit hose. The defuelling selector markings are F, R, 1, 2, 3, which represent:—

- F — Flight
- R — Reserve, transfer, bomb-bay (except B Mk. 1)
- 1 — Cell No. 1
- 2 — Cell No. 2
- 3 — Cell No. 3.

Note . . .

After each selection on the defuelling selector, the locking lever (details, fig. 1 and 2) must be pulled down and engaged with the catch provided.

(2) To defuel cells 1, 2 or 3, ensure that the reserve tank cocks are at OFF and select the required cell on the defuelling selector. Put the bomb-bay and transfer tanks positive lock non-return valves to LOCKED SHUT and start the defuelling unit pumps. After defuelling return these non-return valves to VALVE FREE.

(3) To defuel the reserve tank, select R on the defuelling selector and switch ON the appropriate RESERVE FUEL COCK in the cockpit. Put the bomb-bay and transfer tanks positive lock non-return valves to LOCKED SHUT and start the defuelling unit pumps. After defuelling set the reserve cock to OFF and return these non-return valves to VALVE FREE.

(4) To defuel the bomb-bay and transfer tanks, B/K Mk. 1 and B/K/PR Mk. 1 aircraft only, select R on the port defuelling selector, leave the reserve cocks at OFF and start the defuelling unit pumps.

Note . . .

If either the transfer or bomb-bay tank is NOT to be defuelled, move the appropriate positive lock non-return valve to LOCKED SHUT before starting the defuelling unit pumps.

(5) The bomb-bay tank (B/PR Mk. 1) and transfer tanks (B Mk. 1 and B/PR Mk. 1) can be defuelled as in sub-para. 4 but as there are no non-return valves in the pump housing vent lines, air is sucked through the vent lines by the defuelling unit pumps and it will take a considerable time to drain the tanks. A quicker method is as follows:—

Switch ON the transfer and bomb-bay tanks (B/PR Mk. 1) fuel pump switches in the cockpit. Select No. 1 on the defuelling selector, switch ON the reserve fuel cocks in the cockpit and start the defuelling unit pumps. As fuel is drained from the reserve and No. 1 cells, fuel will transfer to them from the transfer and bomb-bay tanks.

Note . . .

When the transfer and bomb-bay tank fuel pumps are switched ON, the reserve and No. 1 cells refuelling valve circuits are energized.

(6) To defuel all the fuselage tanks together the wing tanks *must be empty*. Select F on the defuelling selector and switch ON the reserve cocks in the cockpit. Ensure the positive lock non-return valves are at VALVE FREE. When the transfer and bomb-bay tanks are empty, set the positive lock non-return valves to LOCKED SHUT. After defuelling set the reserve cocks to OFF.

Note . . .

To drain the last few gallons from the system fit the gravity drain connector (26SR/95120) to each fuselage connection in turn.

13. It should be noted that when selecting tanks for defuelling it is advisable to push the selector lever beyond and then return it to the required selection. This will ensure a

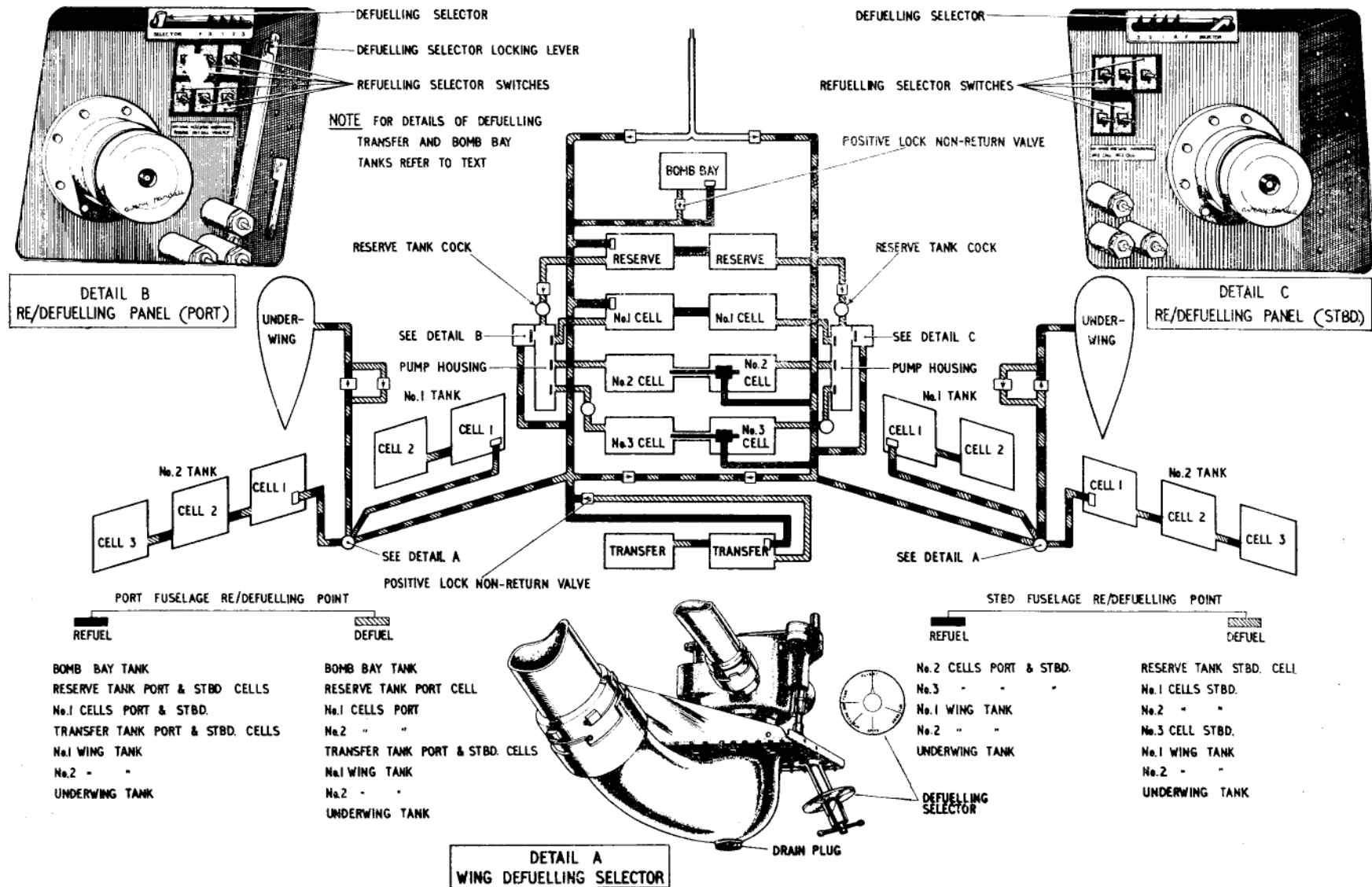


Fig. 2. Fuelling and defuelling diagram, B/K Mk. 1 & B/K/PR Mk. 1

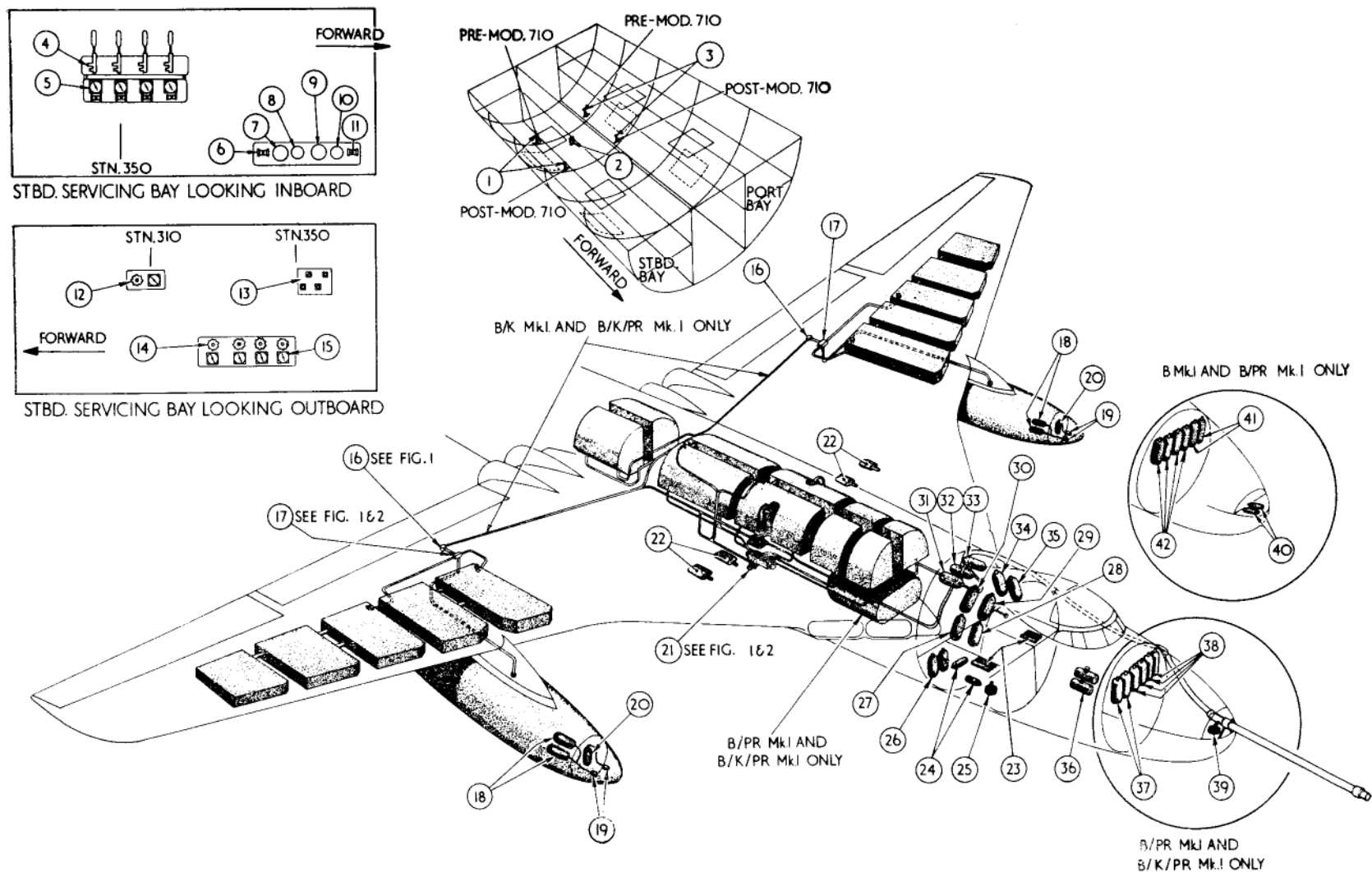


Fig. 3. Replenishing diagram

Key to Fig. 3 REPLENISHING DIAGRAM

- 1 NITROGEN CHARGING VALVE
- 2 AIR CHARGING PANEL
- 3 OXYGEN CHARGING VALVE
- 4 PRESSURE-RELEASE VALVES
- 5 HYDRAULIC ACCUMULATOR CHARGING PANEL
- 6 SCANNER PRESSURIZATION AND T.4 BOMBSIGHT AIR CHARGING VALVE

- 7 SERVICE NO. 1 SUCTION CONNECTION
- 8 SERVICE NO. 1 PRESSURE CONNECTION
- 9 SERVICE NO. 2 SUCTION CONNECTION
- 10 SERVICE NO. 2 PRESSURE CONNECTION
- 11 HYDRAULIC CHARGING VALVE
- 12 SCANNER PRESSURIZATION GAUGE AND VALVE PANEL

- 13 NITROGEN TEST POINT PANEL
- 14 NITROGEN MASTER COCKS
- 15 NITROGEN PRESSURE GAUGES
- 16 WING TANK PRESSURE REFUELLING CONNECTION—B MK. I AND B/PR MK. I ONLY
- 17 DEFUELLING SELECTOR VALVE

Key to Fig. 6—continued

- 18 NITROGEN CYLINDERS
- 19 NITROGEN AND AIR CHARGING VALVES
- 20 AIR CYLINDER
- 21 PRESSURE REFUELLING/DEFUELLING CONNECTION
- 22 ENGINE OIL TANKS
- 23 HYDRAULIC ACCUMULATORS
- 24 AIR CYLINDERS
- 25 HYDRAULIC TANK—FILLER USED FOR TOPPING UP ONLY

- 26 NITROGEN CYLINDERS (TWO)
- 27 NITROGEN CYLINDER (B/K MK. 1 AND B/K/PR MK. 1 ONLY)
- 28 NITROGEN CYLINDER (B/K MK. 1 AND B/K/PR MK. 1 ONLY)
- 29 OXYGEN CYLINDER
- 30 OXYGEN CYLINDER
- 31 NITROGEN CYLINDER
- 32 NITROGEN CYLINDER (PR AIRCRAFT ONLY)
- 33 OXYGEN CYLINDER (PR AIRCRAFT ONLY)

- 34 OXYGEN CYLINDER (PR AIRCRAFT ONLY)
- 35 OXYGEN CYLINDER
- 36 WINDSCREEN DE-ICING TANKS (STBD. SIDE)
- 37 NITROGEN CYLINDERS (TWO)
- 38 OXYGEN CYLINDERS (FOUR)
- 39 PROBE DE-ICING TANK
- 40 OXYGEN CYLINDERS (TWO)
- 41 OXYGEN CYLINDERS (TWO)
- 42 NITROGEN CYLINDERS (FOUR)

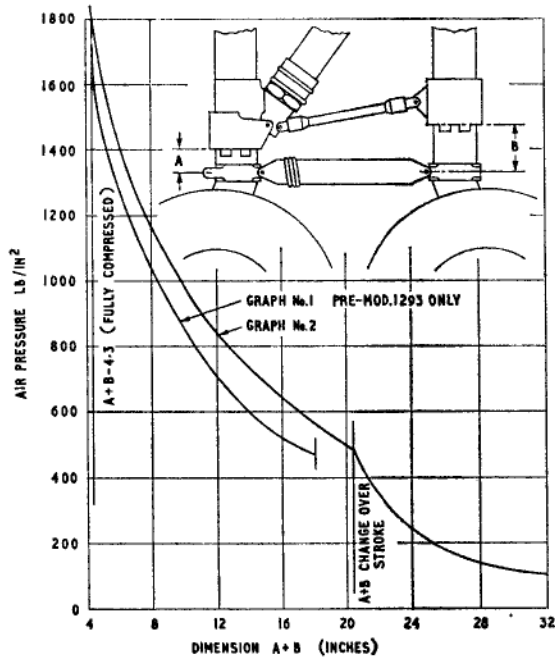


Fig. 4. Main undercarriage pressure chart

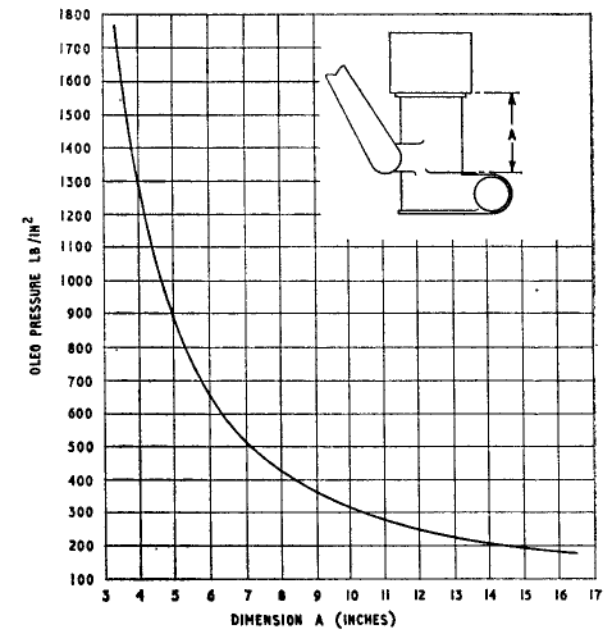


Fig. 5. Nose undercarriage pressure chart

positive selection. The access panel over the defuelling connection cannot be fitted until the selector lever is returned to FLIGHT.

Drain valves and cocks

14. The drain valves (Sect. 4, Chap. 2) and cocks fitted in the fuel system, together with their method of operation, are listed in Table 1.

NITROGEN SYSTEMS

Charging the nitrogen systems

15. The charging point for the nitrogen system in the wings and fuselage is accessible through the rear access panel of the starboard servicing bay; the underwing tank system is charged from a point in the tank nose compartment (*fig. 3*). Before commencing to charge the fuselage and wing systems ensure that the master cocks are closed and the test unions are blanked off. It is imperative that nitrogen equipment is not contaminated with oil and grease. The cylinders should be charged to 1,900 lb/in² which will ensure a cylinder pressure of 1,800 lb/in² when the nitrogen has cooled down.

ENGINE OIL SYSTEMS

Filling the oil tanks

16. Each engine is fitted with its own oil system, the oil tank being installed on the engine. To fill the oil tank remove the access panel in the wing undersurface, remove the blanking cap from the oil filling connection on the engine and connect the hose of the pressure oiler unit. On each tank is a sight glass giving a direct contents reading. The oil tank should always be topped up to FULL.

HYDRAULIC SYSTEM

Filling the hydraulic tank

17. The hydraulic tank is located in brackets on the starboard servicing bay outer wall (*fig. 3*) and is filled under pressure through the charging point on the servicing panel

on the starboard servicing bay inboard side. Before filling the tank, release all pressure in the system by operating the pressure-release valves in the starboard servicing bay, check that the accumulators are charged to the correct air pressure and fill the tank to the HIGH LEVEL mark. A man should be stationed at the tank to signal when the tank is filled to the required level. An alternative method of filling the tank is through the tank filler neck but this method is recommended only for topping up the tank. Access to the tank is gained through a hatch in the nose wheel bay roof.

Charging the hydraulic accumulators

18. Before charging the hydraulic accumulators, operate the pressure-release valves mounted on a bracket in the starboard servicing bay. Charge to the pressure indicated on the charging panel below the valve.

FLUID DE-ICING SYSTEMS

Filling the de-icing fluid tanks

19. Two interconnected de-icing fluid tanks, one for the pilots' windscreen and one for the bomb-aimer's window are located in brackets on the cabin starboard side just aft of the pressure bulkhead. The filler is just above the tanks and is accessible through a panel in the fuselage skin.

20. A de-icing fluid tank for the refuelling probe is fitted, in B/K Mk. 1 and B/KP/R Mk. 1 aircraft, to the shelf in the radome nose; the filler neck is accessible through a panel in the nose fairing.

OXYGEN SYSTEM

Charging the oxygen system

21. The oxygen bottles are charged through the charging valve on the panel in the port servicing bay; access to the valve is gained through the hatch at the rear of the bay. The procedure for charging the system is fully described in A.P.1275G, Vol. 1.

ALIGHTING GEAR

Checking the shock absorber pressures

22. With the aircraft standing on its wheels take a reading of the air pressures in the oleo struts and measure the strut extensions. Check that the readings agree with the charts given in *fig. 4* and *5*. For remedial action and further details on the alighting gear, refer to Sect. 3, Chap. 5.

MISCELLANEOUS

Covers, vent plugs and bungs

23. For the use of covers, vent plugs and bungs (Sect. 2, Chap. 1) reference should be made to Vol. 4 of this publication.

External electrical supply panel

24. The two electrical supply sockets, 112-volt and 28-volt, are located under an access panel together with the external intercommunication connection at the fuselage port side just aft of the nose wheels bay. Apart from routine servicing, these connections are used to supply power for engine starting. ◀ Post-Mod. 3087, 3088, 3089 and 3090 plug boxes for quick-release connections are located on the lower side walls toward the rear end of the nose-wheels bay as follows:— 112-volt sim-start on port and starboard walls, 28-volt ground supply on starboard wall, telebriefing and airframe true earth on port wall (*Sect. 2, Chap. 1, fig. 12*). On certain post-Mod. 3232 aircraft the cover of the 112-volt sim-start plug box is removed and a portion of the box cut away to obviate fouling during nose wheels lowering and retraction, due to variations in the bay dimensions. ▶ Post Mod. 3142, an earthing bolt is fitted in the external supply plug box for the purpose of earthing the aircraft during servicing, refuelling and arming. In order to charge the aircraft batteries with the external supplies connected, the 96-volt and 24-volt battery switches on the port console in the cockpit must be selected ON.

◀ “Window” installation (fig. 6)

25. “Window” launching fixtures, installed in the forward end of the bomb bay, carry two magazines on each side of the aircraft; each magazine is fitted with a stripper unit, the function of which is described in Book 2, Sect. 5, Chap. 3, Group 4. Rails for loading and retaining the magazines lie fore and aft on each side of the aircraft centre line between Stn. 370 and 405 and are secured through cleats and gusset plates to the bomb-bay roof. Dispensing chutes connect the magazines with reinforced openings in the fuselage walls at stringer 37, where extractors (Mod. 2801) project beyond the fuselage surface and facilitate launching of the strip.

26. A special hoist (Sect. 2, Chap. 1, Table 3) is used for loading the magazines into the aircraft. The hoist has two vertical members upon which a platform is raised or lowered by a winch (connected to the platform), the winch cable running over a pulley centrally located at the top of the hoist. The magazines, raised by the platform until their rollers are level with the aircraft rails, are moved forward and then retained in position by locking pins. The hoist is secured during loading operations by spigots and a steady bar. The spigots are borne by the vertical member upper ends and fit into sockets in the bomb-bay roof; the steady bar is secured by ‘pip’ pins through lugs to the hoist and to brackets on the bomb-bay side walls. Duplication of the sockets and steady bar lugs enables the hoist to be positioned in line with either set of magazine rails.▶

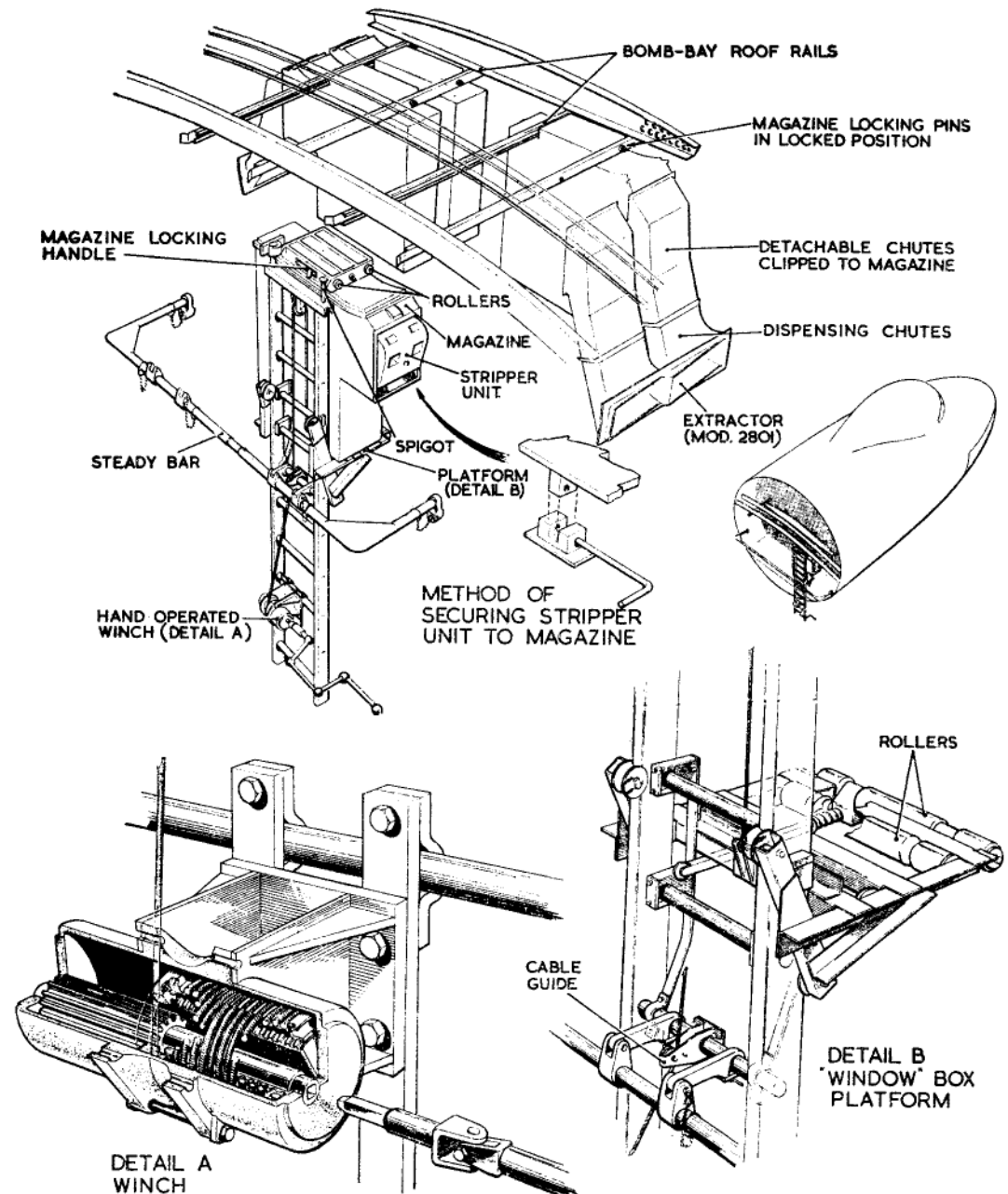


Fig. 6. “Window” box hoist

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Table 1
Fuel system drain valves and cocks

Location	Draining operation and tool to be used
<p><i>Fuel drain valves</i> One in the inboard cell of each wing tank (two per wing). One in each underwing tank.</p>	<p>Unscrew plug. Screw in valve key 26SR/95257 to which should be attached a suitable length of pipe.</p>
<p>One drain cock downstream of each of the four flowmeters ; access is through No. 1 service bays, port and starboard bomb-bay walls.</p>	<p>Unscrew blanking cap, place suitable receptacle underneath drain and open cock.</p>
<p>One drain cock in the refuelling and one in the defuelling pipe to the transfer tank ; these cocks are accessible from the rear servicing bay (starboard). One drain cock in the refuelling pipe to the transfer tank just prior to it joining the common line ; access is through No. 7 servicing bay port bomb-bay wall.</p>	<p>Unscrew blanking cap, place suitable receptacle underneath drain and open cock.</p>
<p>One drain cock in the interconnecting pipe between the two cells of the transfer tank—extends aft across the bomb-bay roof. One drain cock in the vent piping from the bomb-bay tank to the main vent trunk—in the bomb-bay roof at Stn. 577 (B/PR Mk. 1, B/K Mk. 1 and B/K/PR Mk. 1).</p>	<p>Unscrew blanking cap, place suitable receptacle underneath drain and open cock.</p>
<p>Two drain plugs, on the vent pipes each side of the pressure relief valve on the bomb-bay tank (B/PR Mk. 1, B/K Mk. 1 and B/K/PR Mk. 1). One drain plug in the swan neck pipe under the wing defuelling selector valve of each wing (K aircraft only).</p>	<p>Place suitable receptacle underneath drain and remove blanking cap.</p>
<p><i>Water drain valves</i> Three at each refuelling point in the fuselage.</p>	<p>Slacken off knurled locknut by hand and open valve with tool 26SR/95256.</p>
<p>One in forward compartment and one in the aft compartment of each underwing tank (two per tank). One in the base of the transfer and bomb-bay tank pumps.</p>	<p>Hold the slot in the inner tube of tool 26SR/95310 over the threaded spindle of the valve. Engage the outer tube lugs in the holes in the valve locking disc and unscrew. Push to drain.</p>
<p>One in the base of each wing tank pump (two per wing). One in each wing tank fuel cell interconnector (three per wing).</p>	<p>Hold the slot in the inner tube of tool 26SR/95310 over the threaded spindle of the valve. Engage the outer tube lugs in the holes in the valve locking disc and unscrew. Push to drain.</p>
<p>One water drain plug in each engine air line to the recuperators just prior to the pressure-reducing valves. Access is through either No. 2 or No. 3 servicing bay, port and starboard bomb-bay walls.</p>	<p>Break locking wire, place suitable receptacle underneath drain and unscrew drain plug.</p>
<p><i>Air valves.</i> (To release pressure from the vent system). Note . . . <i>The 'P' type cocks will also drain any fuel that may be in the vent piping.</i> One 'P' type cock in the vent system, port side, rear service loft.</p>	<p>Pull handle to release air and fuel.</p>
<p>One 'P' type cock in the vent system in each wing, situated outboard of cell 3, No. 2 tank.</p>	<p>Remove access panel just inboard of the landing lamp. Pull handle to release air.</p>



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