



(b) A test switch is provided on the 28-volt fuse panel on the starboard wall of the cabin for testing the whole fire-warning circuit. All four circuits are tested simultaneously and all four warning lights should come on. For ground-testing purposes, two test buttons are provided in the nosewheel bay, one for each pair of engines.

### 3 Operation

Engine fire is indicated by a fire-warning light coming on. Take the following action without delay:

Warn the crew

HP cock . . . . .	SHUT
LP cock . . . . .	Switched off
Fire-extinguisher button . . . . .	Press
Engine air switch . . . . .	SHUT
Fuel tank booster-pumps . . . . .	OFF
Generator . . . . .	OFF and TRIM

The warning light should go out when the fire is extinguished, and this can be confirmed by inspection through the periscope. On no account make any attempt to relight the engine, as no extinguisher will be available should another fire occur.

## Fuel Tanks Fire Protection

### 4 Fuselage tanks

Four fire-extinguisher bottles are provided to supply the fuselage tanks bays, two being located at the front of the nosewheel bay and two on the bulkhead between the forward and rear tanks.

### 5 Operation

Should a fire break out in the fuselage tank bays, the bottles will not discharge automatically nor is there any means of discharging them. The bottles are only operated by the crash switches. ▶



## Hand-operated Fire Extinguishers and Crash Switches

### 6 Hand-operated fire-extinguishers

(a) Five water-glycol, or post-Mod. 1560 bromochlorodifluoromethane (BCF) hand-operated fire extinguishers are fitted in stowages in the crew's compartment:

- Outboard of the AEO's seat
- Outboard of the Nav./radar's seat
- Behind each pilot's seat
- On a vertical strut under the pilots' flooring.

(b) (i) *Water-glycol extinguishers*

The water-glycol hand-operated extinguishers are non-toxic. They must not be used on electrical equipment carrying a voltage in excess of 600 volts, and for this reason all radio and radar equipment should be switched off before dealing with fires in the cabin. They should not be used against inflammable liquids.

(ii) *BCF extinguishers*

BCF extinguishers are a universal type of extinguisher which may be used on any type of fire without restriction.

(c) A BCF fire extinguisher is provided for external use and is stowed in the external emergency equipment compartment. (See Chap. 7, Para. 11 of this Part.)

### 7 Crash switches

All fire-extinguishers in the engine and fuel tank systems will be automatically discharged when the crash switches operate in the event of a crash landing. At the same time, the generators and batteries will be isolated from all aircraft services, leaving the "essential services" busbar supplied from the 24-volt battery. Operation of the crash switches will also shut down the turbo-alternator and isolate the ECM circuits.

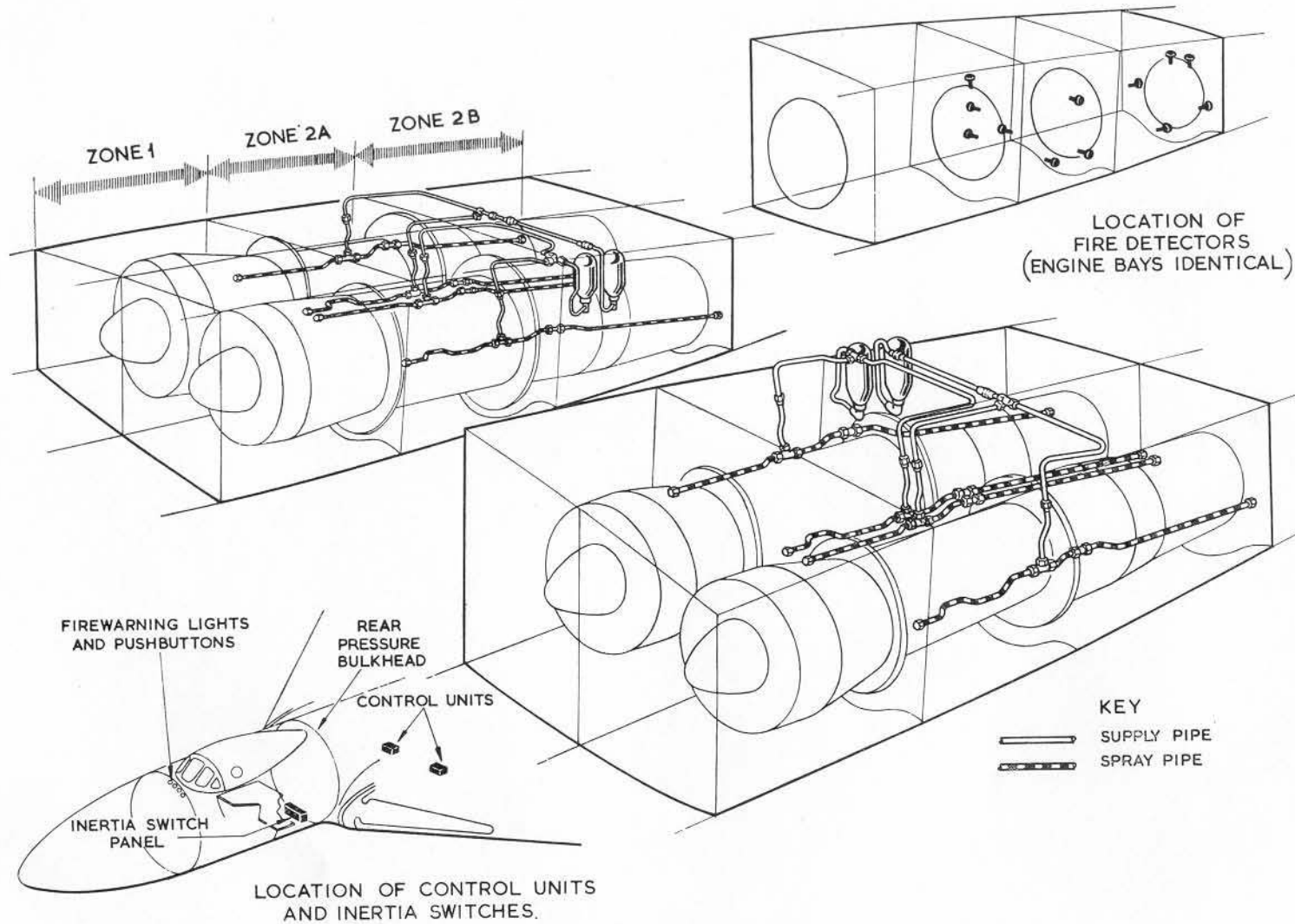


Fig. 1 Engine Fire Protection

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