

2nd Edition

Restricted

A.P. 4506B-P.N.

PILOT'S NOTES
VICTOR B. Mk.2
(Blue Steel)

Restricted

PILOT'S NOTES

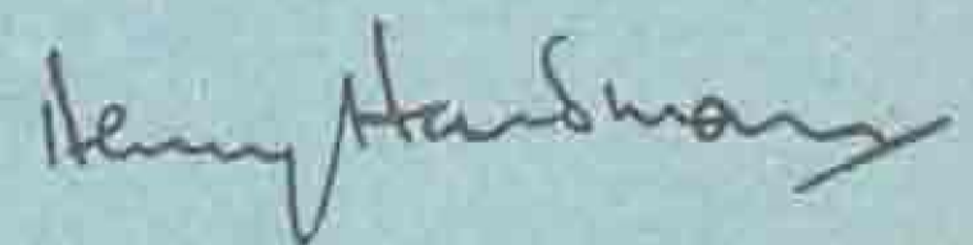
VICTOR B Mk. 2 (Blue Steel)

NOTE

This publication is also applicable to the
Victor B(SR) Mk. 2

PREPARED BY THE
MINISTRY OF TECHNOLOGY

BY COMMAND OF
THE DEFENCE COUNCIL



FOR USE IN THE ROYAL AIR FORCE

Notes to Users

- 1 These Notes are complementary to AP129 (6th Edition) Flying, and reference should also be made to the Operating Data Manual (AP4506B/OD), Victor B Mk. 2 (Blue Steel).
- 2 The Flight Reference Cards (AP 101B-1102-14) are an integral part of the Notes, but are issued separately and are subject to a separate amendment procedure. Reference to them is made throughout the Notes. Further copies of the Cards are available on demand.
- 3 These Notes are divided by marker cards into five Parts each consisting of a number of chapters listed on the marker card. The Folio Sheet reference number is at the top left-hand corner of each sheet, each Part starting at FS1.
- 4 Throughout the Notes 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 altitudes, mach numbers and accelerometer readings quoted are indicated values.
- 5 The limitations quoted in Part II are mandatory and are not to be exceeded except in emergency. The contents of the other Parts are mainly advisory but instructions containing the word "must" are also mandatory.
- 6 When first published these Notes included information covering the then current Special Flying Instructions:

SFI/Victor/47, SFI/Instruments/30

 and each Amendment List instruction sheet includes a list of further Special Flying Instructions and a list of 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 Modification numbers mentioned in the text is included after the main contents list, with a cross reference to the position in the text where details of the modification are given.



Victor B Mk 2 (Blue Steel)

RESTRICTED

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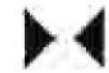
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Leading Particulars

DIMENSIONS

Length	114 ft. 11 in.
Height	26 ft. 9 in.
Span	120 ft.
Tail Span	32 ft. 8 in.
Track	33 ft. 2 in.

ALIGHTING GEAR

Type Electro-Hydraulic

Main Shock Absorber

Fluid	Oil, hydraulic OM.15 34B/9100572
Fluid capacity	311.0 cu. in.
Air pressure	1,400 PSI (with leg extended)

Dash Pot

Fluid	Oil, hydraulic OM.15 34B/9100572
Fluid capacity	9.5 cu. in.
Air pressure	1,930 PSI (extended)

Nose Shock Absorber

Fluid	Oil, hydraulic OM.15 34B/9100572
Fluid capacity	486.0 cu. in.
Air pressure	Upper 210 PSI Lower 1,450 PSI (with leg extended)

WHEELS

(Dunlop Tubeless Tyres)

Main

Tyre size 27 in. x 6.5 in. x 15 in.

Pressure	}	<i>Aircraft weight (lb.)</i>	<i>Pressure (PSI)</i>
		160,000	194 ⁺⁶ / ₋₄
		160,000 to 175,000	218 ⁺⁷ / ₋₃
		175,000 to 195,000	240 ±5

Nose (Dunlop Tubeless Tyres)

Size	30 in. x 9 in. x 15 in.
Pressure	170 PSI all weights

Tail Bumper (With Tube)

Type	AH 8864
Size	7 in. x 4.75 in.
Pressure	35 PSI

BRAKES

Dunlop, hydraulic Maxaret:

Pressure	1,600 PSI
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HYDRAULIC SYSTEM

Type	High pressure 4,000 PSI
Components:	Electro-Hydraulic with certain Dowty and British Messier
Fluid	OM.15 34B/9100572
System capacity	26 galls approx.

Associated Air Publications

	<i>AP</i>		<i>AP</i>
Aircraft hydraulic equipment	1803 series	Instrument landing system (ILS)	2543E
Aircraft pneumatic equipment	4303 series	Instrument manual	1275 series
Aircraft pressurising and air-conditioning equip- ment	4340	Lifting equipment and haulage accessories	2871A
Aircraft tanks	4117A	Powered flying control units and equipment, Hobson	4604B, C & D
Aircrew equipment assemblies	1182 series	Pressure cabin testing trolleys	2306G
AYF installations	2533C	Pressure refuelling equipment	4511
Conway Mk. 20100 series	4784A	RAF engineering	1464 series
Constant speed drives	4670A	Rotol accessory gearboxes and drives	2240A
Ejection equipment, aircraft	4288B	Signals manual	1186 series
Electrical equipment manual	4343 series	Starting systems for aero engines	1181
Fire prevention and fire extinguishing equipment	957C	Wheels, tyres and brake systems, aircraft	2337
Hydraulic servicing trolley	2306B	Wireless installations	2538AH
IFF installation	2887D		

Modifications mentioned in the Text

<i>Mod. No.</i>	<i>Brief Title</i>	<i>Location in text</i>		
		<i>Part</i>	<i>Chap.</i>	<i>Para.</i>
2526	Delete bomb-bay tank pressurisation	I	2	7(c)
2825	Re-route oxygen pipe and introduce pull-off cable on 2nd pilot's PEC	I	11	11(b)
3008	Provision of guard for 1st pilot's canopy jettison gun sear	I	11	3
3125	Introduce new type hand fire extinguishers	I	14	7
3190	Vibrator for Mk. 19B or C altimeter	I	12	2(b)
3275	Provision of air intake heater mat indication	I	10	3(b)
3334	Standby (manual switching) for 1st pilot's MFS	I	8	10(a)(ii)
3427	Warning lights for MFS power supply failure	I	8	10(a)(iii)
3498	Independent switching of feel simulator heaters	I	12	1(g)
3636	External ground supply for RPU heater	I	1	6(c)
3698	De-ice position for windscreen heating	I	9	7(a)
3733	Circuit breakers for u/c circuits	I	4	6(g)
3736	Magnetic indicators for engine bleed valves	I	6	4(c)
3760A, B	Swivel seat static lines redesigned	I	11	15(g)
3760C	"Crew Gone" warning lights introduced	I	15	10
3815	Introduce VHF/UHF, PTR175	I	13	1
3816	Introduce cabin differential pressure gauge on panel BCB	I	9	2(h)
3882	Reposition UHF controller to AEO's station	I	13	2(e)
3883	Provide full r/c facilities at bomb aimer's station	I	13	6(c)
3902	Mk. 17F regulators introduced	I	11	22(a)
3904	Revised electrical supplies to booster pumps	I	2	11(b)
3926	Reposition brake parachute switch to panel AA	I	4	12(a)
3949	Guard over drop tank jettison switch	I	2	14
4020	Visual indicator for throttle gate trip lever	I	6	7(e)
4042	Introduction of Grimes beacon	I	1	20(c)
4130	Drop tanks jettison switch revised	I	2	14
4131	Underwing tank fuel jettison, fixed parts	I	2	9
4132	Underwing tank fuel jettison removable parts	I	2	9
4133	Fuselage tanks fuel jettison	I	2	9
4306	Modified MFS director horizon	I	8	4(d)
ES2424	Introduce demand emergency oxygen set to 3LS1 seats	I	11	24(a)
ES2425	Introduce demand emergency oxygen set to 3LS2 seats	I	11	24(a)
ES2986	Introduce Negative-G restraint	I	11	2(e)
BC039	Alterations to automatic hand line	I	15	9(c)
BC070	Introduction of undercarriage test switch	I	4	6(b)

INTRODUCTION

- 1 The Victor Mk. 2 (Blue Steel) is an all-metal mid-wing medium bomber powered by four Rolls-Royce Conway Mk. 201 jet turbine engines. The engines are started by a ground air starter unit, an Airborne Auxiliary Power Plant, which itself is started by means of a 28-volt electric starter motor, or by a combustor starter mounted on each engine. The power for the AAPP can be obtained from the aircraft internal batteries. By this means the aircraft is completely independent of conventional ground starting equipment.
- 2 The Victor B(SR) Mk. 2 is similar in nearly all respects to the Victor 2 (Blue Steel) except that
 - (a) The Blue Steel capability is withdrawn and in its place day or night photographic crates are fitted. Some Blue Steel switches remain in the aircraft but these are inoperable.
 - (b) The rapid start facility is deleted.
 - (c) The snatch disconnect facility, associated with rapid start, is rendered inoperative.
- 3 A crew of five is carried in the aircraft:
 - 1st Pilot
 - 2nd Pilot
 - Air Electronics Officer
 - Navigator/Radar
 - Navigator/Plotter

Provision is made for the fitment of a sixth seat should this be required, i.e., for a crew chief.
- 4 The crew cabin is the only section fully pressurised and air conditioned.
- 5 Conventional type mechanical flying control signalling systems operate Power Units installed adjacent to their associated control surface.
- 6 A high-pressure hydraulic system operates the following:
 - (a) Tricycle undercarriage
 - (b) Wheelbrakes
 - (c) Flaps
 - (d) Bomb doors, which are withdrawn into the fuselage when open
 - (e) Airbrakes, in the rear fuselage
 - (f) Nosewheel steering
 - (g) Ram air turbine scoops
 - (h) Brake parachute door opening (post-Mod. 3300)
 - (j) Blue Steel doors.
- 7 (a) Thermal and electrical anti-icing systems are fitted; the hot air for thermal anti-icing is derived from the engine compressors and is diluted with ram air, ducted from auxiliary ram air intakes, before being passed to the areas to be anticed.
- (b) A thermal heating system is also provided for the bomb-bay, this air being derived from the starboard engine compressors.
- 8 A pressurised fuel system is installed in the wings and fuselage. Although consisting of a number of fuel tanks it is greatly simplified by the use of fuel proportioners. The fuel system is adapted for "Flight Refuelling" and underwing and bomb bay tanks can be installed as required.
- 9 All the instrument panels and electrical distribution boards on the aircraft are coded. Those located in the cabin are shown on Diagrams 1 and 2 ; the codings and designations are listed overleaf.

Key to distribution boards and control panels at pilots' station

<i>Board</i>	<i>Designation</i>
'A'	Pilots' Centre Instrument Panel
'AA'	1st Pilot's Instrument Panel
'AAF'	1st Pilot's Side Panel (rear)
'AAH'	1st pilot's coaming panel (SR aircraft only)
'AAJ'	2nd Pilot's Side Panel (rear)
'AB'	2nd Pilot's Instrument Panel
'AC'	1st Pilot's Side Panel
'AD'	2nd Pilot's Side Panel
'AE'	1st Pilot's Console
'AF'	2nd Pilot's Console
'AH'	Fuse and Distribution Board
'AJ'	Fuse and Distribution Board
'AL'	Engine Starting Panel
'AR'	Visual Bomb-aimer's Control Panel
'AT'	Pilots' Centre Sliding Panel
'AU'	Distribution Board (Flying Control Trim Only)
'AV'	Circuit Breaker Panel
'AW'	Pilots' Upper Coaming Panel
'AZ'	Pilots' Coaming Panel

Key to distribution boards and control panels at rear crew stations

<i>Board</i>	<i>Designation</i>
'BA'	AEO's LV Feeder Distribution Panel
'BB'	AEO's Side Panel
'BC' 'BCA' 'BCB'	AEO's Sloping Panel
'BD'	LV Bus-bars and Distribution Board
'BF'	AEO's Facia Panel (Generating System Controls)
'CA'	Navigator's Upper Panel
'CAH'	NBS Control Panel
'CAK'	Navigator's Switch Panel (Frequency Changer Control)
'CAG' 'CAJ'	Navigator's Instrument Panel
'CB'	Navigator's Side Panel (Bomb-bay Heating Control)
'CD'	Fuse and Distribution Panel
CC (Blue Steel) or CG (SR) CP	Navigator's side panel (Day camera panel)
'CE' 'CH'	Fuse and Distribution Panel
'CN'	Navigator's Side Panel
CZ CU or CL	Navigator's side panel (Bomb gear control) (BS aircraft) Night camera panel
'CX'	Fuse and Distribution Panel

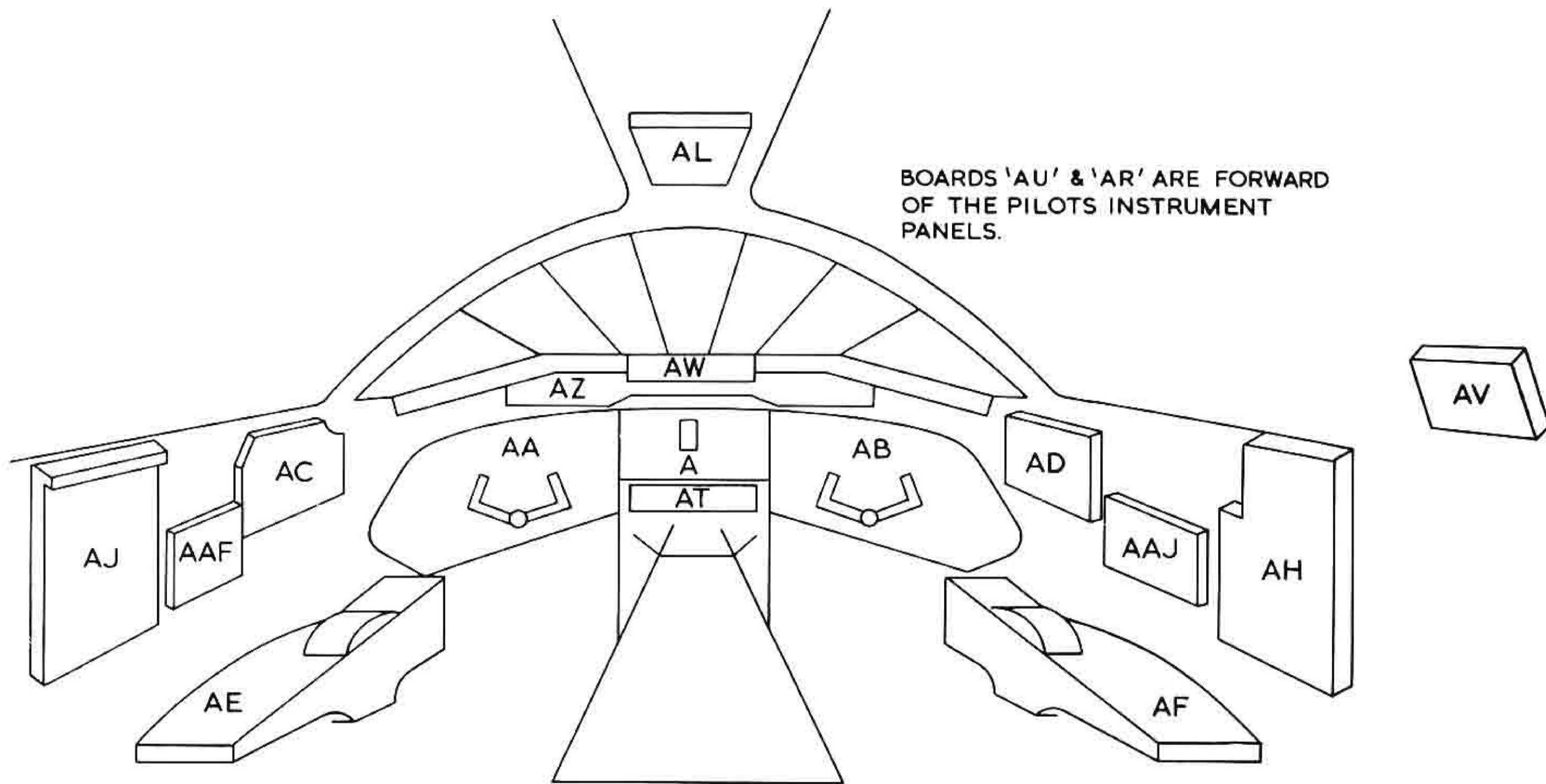


Fig. 1 Distribution boards and control panels at pilots' station

◀ NOTE: AAH is above AA and to the left of AZ (SR aircraft only) ▶

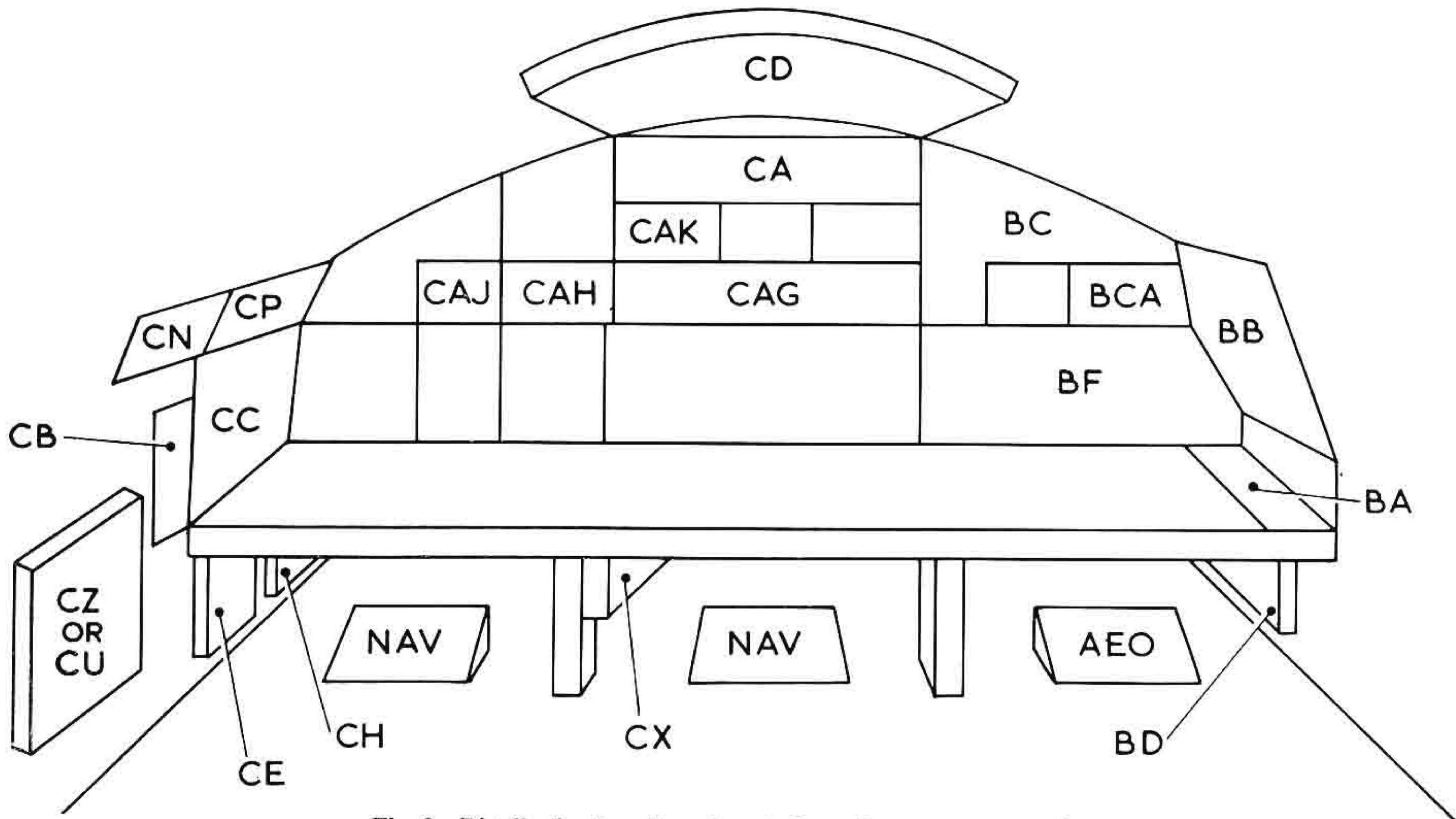


Fig. 2 Distribution boards and control panels at rear crew stations

◀ NOTE: On SR aircraft CC is CG and CZ or CU is CL ▶



The P/Q Family

Why "P/Q"?

The P/Q family of Masks

MCA "Warning Connector"

V-Type Superior

A-Type

A-Type MK2

Quick Don

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