

2nd Edition

Restricted

A.P. 4506B—P.N.

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

Restricted

2ND EDITION

December 1964

AP 4506B—PN

PILOT'S NOTES

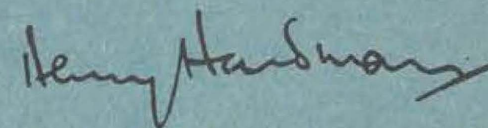
VICTOR B Mk. 2 (Blue Steel)

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

RESTRICTED

AL 3 JULY 67

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

List of Contents

Leading particulars

Associated Air Publications

Modifications mentioned in the Text

Introduction

Para.

PART I—DESCRIPTION AND MANAGEMENT OF SYSTEMS

CHAPTER 1—ELECTRICAL SYSTEM

Description

Para.

Normal MV supplies	1
Standby MV supplies	2
Additional standby MV supplies (PFCU)	3
Normal LV supplies	4
Standby LV supplies	5
MV and LV ground supplies	6
115 volt AC supplies	7

Controls and indicators

Main generating system control panel	8
Alternator controls and indicators	9
Alternator synchronising controls and indicators	10
MV bus-bar paralleling control and indicators	11
Ram air turbine controls and indicators	12
RAT test switches and warning lights	13
AAPP alternator supply to MV bus-bars controls	14
LV bus-bars controls and indicators	15
LV bus-bars paralleling control and indicator	16
Special feeders controls and indicators	17
LV battery controls and indicators	18

Internal lighting	19
External lighting	20

Normal management of the system

Before starting main engines	21
Alternator control	22
Secondary supplies control	23
Control and use of the AAPP	24
Ram air turbine scoop and alternator control	25
Normal in-flight operation	26

Malfunctioning of the system

Alternator load sharing malfunction	27
Single alternator failures	28
Double alternator failure on one side	29
Failure of four alternators	30
Failure of 115-volt 3-phase 400 cps supplies	31
Failure of a frequency changer	32
Failure of a T/R unit	33
Failure of a special feeder	34
LV battery fault	35

CHAPTER 2—FUEL SYSTEM

Description

Introduction	1
Tank capacities	2
Fuel proportioners	3
Fuel recuperators	4
Fuel feed to the engines	5
Fuel feed to the AAPP	6
Tank pressurisation system	7

Para.

Ground refuelling system	8
Fuel jettison system	9

Controls and indicators

Sliding panel AT	10
Internal tanks booster pumps controls	11
Bomb-bay tanks booster pumps controls	12
Drop tanks booster pumps controls	13
Drop tanks jettison control	14
Fuel proportioner controls	15
Fuel contents gauges	16
Wing isolation cocks switches and indicators	17
Wing refuelling cocks and indicators	18
Cross-feed non-return valves and indicators	19
LP cock controls	20
Fuel flowmeter	21
Fuel tanks pressurisation controls	22
Fuel jettison controls	23

Normal management of the system

General	24
Selection between fuel tank groups	25
Fuel system control before flight	26
Fuel system control in flight	27
Fuel system control during emergency use of the AAPP	28
Use of No. 10 tank	29
Contents checks	30
Management of the fuel tanks pressurisation system	31
Fuel jettisoning	32

Malfunctioning of the system

Asymmetric wing contents	33
Booster pump failure	34
Proportioner failure	35
Proportioner air motor blanked off	36
Seized wing proportioner rotor	37

Para.

Backing pump failure	38
Engine failure	39
Leaking tanks	40

CHAPTER 3—FLIGHT REFUELLING SYSTEM

Description

General	1
Nitrogen purging system	2

Controls and indicators

Flight refuelling controls	3
Nitrogen purge control and indicator	4
Probe lights	5

Normal management of the system

CG control and wing fuel asymmetry	6
Transfer procedure	7

Normal procedures and handling

Initial approach	8
Final approach and contact	9
In contact	10
Breaking contact	11
Incorrect contact	12

CHAPTER 4—HYDRAULIC SYSTEM AND AIRCRAFT CONTROLS

Description

General	1
Hydraulic reservoir	2
Accumulators	3

Controls and indicators

Hydraulic pump controls	4
Protection units	5
Undercarriage control	6

	<i>Para.</i>
Undercarriage emergency control	7
Wheelbrakes control	8
Nosewheel steering	9
Airbrakes control	10
Airbrakes emergency control	11
Braking parachute control	12
Flaps control	13
Flaps emergency control	14
Ram air turbine scoops	15

Normal management of the system

Functional and pre-flight checks	16
Normal in-flight management	17
Approximate times of operation for hydraulic services	18

Malfunctioning of the system

Pump failure	19
Overloading of pump motors	20
Excessive cut-in rate	21
Overheating of pump motors	22
Loss of hydraulic fluid (tank float-switch operation)	23
Hydraulic service failure	24

CHAPTER 5—POWERED FLYING CONTROLS AND TRIMMERS

Description

General	1
Control columns	2
Rudder pedals	3
Power control units	4
“Q” feel units	5

	<i>Para.</i>
Roll damper system	6
Yaw damper system	7
Auto-mach trim system	8

Controls and indicators

Power controls switches and indicators	9
Roll damper control	10
Yaw damper controls	11
Auto-mach trimmer control and indicator	12
Trimmer controls	13

Normal management of the powered controls and trimmers

Ground checks and starting	14
Dampers and auto-mach trimmer	15
In-flight management of the powered controls	16

Malfunctioning of the powered controls and trimmers

“Q” feel unit failure	17
Failure of a PFCU	18
Failure of 5 PFCU's	19
Overheating of a PFCU	20
Failure of a control trimmer	21
Damper failures	22
Auto-mach trim failure	23

CHAPTER 6—ENGINES

Power plants—Description and controls

General	1
HP fuel pumps	2
Fuel control units	3
By-pass duct bleed valve	4
Anti-icing system	5
Fuel heater system	6

	<i>Para.</i>
Throttle/HP cock controls	7
Top temperature controls	8
Anti-icing system controls	9
LP turbine overspeed warning lights	10
Fuel heating control and indicator	11
Engine starting controls	12
Rapid engine starting	13
Engine instruments	14
Fuel LP warning lights	15

Airborne auxiliary power plant (AAPP)—Description and controls

AAPP—general	16
AAPP—controls and indicators	17

Normal management of the engine systems

Management of engine anti-icing system	18
Management of engine fuel filter de-icing system	19

CHAPTER 7—AUTO-PILOT Mk. 10B

Description, controls and indicators

General	1
Controls	2
Use of controls	3

Normal management of the auto-pilot

Full functional checks	4
Pre-flight checks	5
Normal flight control	6
Auto-ILS approach	7
Asymmetric flight	8

Malfunctioning of the auto-pilot

	<i>Para.</i>
Engagement faults	9
Torque limiters and roll error cut-out	10

CHAPTER 8—MILITARY FLIGHT SYSTEM

Description

General	1
Twin vertical gyros	2
Twin azimuth gyro unit	3
Director horizons	4
Beam compasses	5

Controls and indicators

Annunciator units	6
MFS selector	7
Navigator's controls	8
Pitch director function controls	9
Power supplies and failure indications	10

Normal management of the MFS

Full functional checks	11
Pre-flight checks	12
Normal flight control and en-route flying	13
Visual circuits and landings	14
ILS approach	15
GCA approach	16

Malfunctioning of the MFS

Attitude failure	17
Heading failure	18
Director horizon faults	19

CHAPTER 9—AIR CONDITIONING SYSTEM

Description, controls and indicators	<i>Para.</i>
General	1
Controls and indicators	2
Flood flow control	3
Ram air ventilation—unpressurised flight	4
Cabin decompression	5
Circuit breakers	6
Windscreen de-icing and de-misting	7
Bomb-bay heating system	8

Normal management of the system

Before flight	9
Control of cabin temperature	10
Control of cabin pressure	11
Control of gold film windscreen heating	12

Malfunctioning of the system

Loss of cabin pressure	13
Emergency de-pressurisation of the cabin	14

CHAPTER 10—AIRFRAME AND ENGINE AIR INTAKES ANTI-ICING SYSTEMS

Description, controls and indicators

General description	1
Controls and indicators—hot air system	2
Controls and indicators—electrical system	3

Normal management of the systems

General	4
Control of the hot air system	5
Control of the electric heater mats	6

CHAPTER 11—AIRCREW EQUIPMENT ASSEMBLY AND OXYGEN SYSTEM

	<i>Para.</i>
General	1

Ejection seats

Seats, general	2
Ejection gun and firing handles	3
Hatch/seat connection	4
Drogue gun	5
Back-type parachute assembly Mk. 33	6
R-type survival pack	7
Barostat/G stop time-delay	8
Leg restraint	9
Manual separation	10

Clothing and personal equipment connectors

Personal equipment connectors (PEC)	11
Pressure jerkins and anti-G suits (high altitude)	12
Mask and helmet	13
Low altitude clothing assembly	14

Rear crew safety equipment

Rear crew seats	15
Back-type parachute assembly Mk. 40 or Mk. 46	16
Survival pack Type S	17

Air ventilated suits system

Air-ventilated suits system—general	18
Suit air-conditioning unit	19
Suit controls	20

Oxygen system	<i>Para.</i>
Description of oxygen system	21
Oxygen regulators, general	22
Oxygen regulators controls and indicators	23
Emergency oxygen	24

Use of aircrew equipment assemblies	
Clothing assembly	25
Strapping-in procedure	26
Normal exit procedure	27
Pressurisation failure	28
Regulator failure	29

CHAPTER 12—PITOT-STATIC SYSTEM AND FLIGHT INSTRUMENTS

Pitot-static system	1
Pitot-static operated instruments	2
Other instruments	3
Malfunctioning of the pitot-static system	4

CHAPTER 13—RADIO AND RADAR

Radio communication

VHF/UHF, PTR175 (Mod. 3815)	1
UHF ARC/52	2
Tone release	3
HF STR 18B2	4
Intercomm.	5
Station boxes	6

Navigational radio and radar

Radio compass (ADF)	7
ILS	8

	<i>Para.</i>
Tacan	9
Green Satin and GPI	10
Radar altimeter Mk. 6A	11

Operational radio and radar

NBC, H2S and RPU	12
ECM	13
IFF Mk. 10	14

CHAPTER 14—FIRE WARNING AND PROTECTION SYSTEMS

General	1
Engines fire protection systems	2
AAPP bay system	3
Fuel tanks fire protection system	4
Plenum chamber fire protection system	5
Inertia switches	6
Hand fire extinguishers	7

CHAPTER 15—ENTRANCE, EMERGENCY EXITS AND EMERGENCY EQUIPMENT

Entrance to aircraft	1
Door emergency opening system	2
Pilots' escape hatches	3
Escape hatch seals	4
Crash axe and asbestos gloves	5
First-aid kit	6
Signal pistol	7
Dinghy installation	8
Automatic hand line	9
"Crew gone" warning lights	10

CHAPTER 16—ARMAMENT AND OPERATIONAL EQUIPMENT

	<i>Para.</i>
Bomb-bay doors control	1
Bomb-bay doors emergency control	2
Bomb release safety lock	3
Window launchers	4



CHAPTER 17—STRATEGIC RECONNAISSANCE EQUIPMENT

General	1
F96 camera installation	2
F89 camera installation	3
Photo-flash installation	4
F49 camera installation	5
F96 cameras operation	6
F89 cameras operation	7

PART II—LIMITATIONS

CHAPTER 1—ENGINE AND AAPP LIMITATIONS

Limitations—Conway Mk. 201	1
Limitations—Artouste AAPP Mk. 112 and Mk. 113	2
Engine anti-icing	3

CHAPTER 2—AIRFRAME LIMITATIONS

General	1
Weight and CG limitations	2
Speed limitations	3
G limitations	4

Para.

Aircraft approach limitations	5
MFS and auto-pilot	6
Radio and navigation	7
Fuel system	8
Air conditioning and bomb-bay heating	9
Airframe and engine intake anti-icing	10
Hydraulic system	11
ECM and window	12
Electrical system	13
Signal pistol	14
Gold film windscreen heating	15
Blue Steel	16
SR aircraft limitations	17
RHAG and SPRAG trampling	18

PART III—ENGINE AND AIRCRAFT HANDLING

CHAPTER 1—ENGINE STARTING AND HANDLING

General	1
Normal start	2
Rapid start	3
Ground handling	4
Engine handling in flight	5
Stopping an engine in flight	6
Relighting in flight	7
Low oil pressure	8
In-flight starting of the AAPP	9
Stopping the engines	10

CHAPTER 2—TAXYING, TAKE-OFF AND HANDLING IN FLIGHT

	<i>Para.</i>
Taxying	1
Take-off	2
Safety speeds	3
Accelerated stop procedure	4
After take-off	5
Climbing	6
Cruising flight	7
Flying controls	8
High speed flight	9
Handling at high altitudes at low Mach numbers	10
Approach to the stall	11
Descending	12
Flying in turbulent conditions	13
Handling with underwing tanks fitted	14

CHAPTER 3—CIRCUIT AND LANDING PROCEDURES

Joining the landing pattern	1
Visual circuit	2
Instrument approaches	3
Landing	4
Use of the brake-parachute	5
Use of the wheelbrakes	6
Crosswind landings	7
Flapless landing	8
Overshooting	9

CHAPTER 4—ASYMMETRIC FLYING AND FLIGHT WITH PFCU's FAILED

Handling in flight	1
Approach and landing	2
Overshooting	3
Flight with PFCU's failed	4

PART IV—EMERGENCY HANDLING PROCEDURES

CHAPTER 1—ENGINE EMERGENCY PROCEDURES

	<i>Para.</i>
Engine mechanical failure	1
Engine failure during take-off	2
Two-engine failure in flight	3
Four-engine flame-out	4

CHAPTER 2—AIRFRAME EMERGENCY PROCEDURES

Escape hatch jettisoning	1
Underwing tank jettisoning	2
Electrical system failures	3
Fuel system failures	4

CHAPTER 3—ABANDONING AND EMERGENCY LANDING PROCEDURES

Abandoning the aircraft	1
Landing with the hydraulic system in the emergency condition	2
Crash landing on an airfield	3
Landing with one main leg retracted	4
Ditching	5

PART V—ILLUSTRATIONS

	<i>Fig.</i>
Cockpit, port side (1st pilot)	A
Cockpit, forward view	B
Cockpit, starboard side (2nd pilot)	C
Cockpit, roof panel	D
Cockpit, sliding panel AT	E
Navigator's station panels	F
AEO's facia panel	G
AEO's side panel	H

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 $\begin{smallmatrix} +6 \\ -4 \end{smallmatrix}$
		160,000 to 175,000	218 $\begin{smallmatrix} +7 \\ -3 \end{smallmatrix}$
		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

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.

ANTI-ICING

Thermal and Electrical.

ENGINES

Four Conway Mk. 201's . Jet Turbine
Oil 34A/9100591 . . (Oil Tank 24 pints excluding 3
pints air space)
Fuel 34A/179 AVTUR or 34A/251 AVTAG.

CONSTANT SPEED DRIVE

English Electric. Type AE8008 (Oil tank 12 pints excluding 4 pints
air space.)

FUEL SYSTEM

Divided into three groups:

Port Wing Group . . + (Long Range Tanks)
Starboard Wing Group . . + (Long Range Tanks)
Fuselage Group
Booster Pump pressure delivery: 11 PSI.
Fuel Tank pressurisation provided.

ELECTRICAL POWER SUPPLIES

DC supplies

28 volts. From alternators via transformer rectifier units.

AC Supplies

200 volt 3-phase 400 c/s . From alternators
115 volt 3-phase 400 c/s . From alternators via transformers
115 volt 1-phase 1,600 c/s . From alternators via frequency
changers

STANDBY SUPPLIES

Ram Air Turbo-alternators. (Supply for Flying Control Motors,
No. 1 TRU and No. 2 Transformer (port RAT).)
Airborne Auxiliary Power Plant (AAPP). (Main Standby supplies.)

BATTERIES

Varley Type J.24 volt. 25 Amp/Hr. (Two installed.)

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

Mod. No.	Brief Title	Location in text		
		Part	Chap.	Para.
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	11
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 I/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

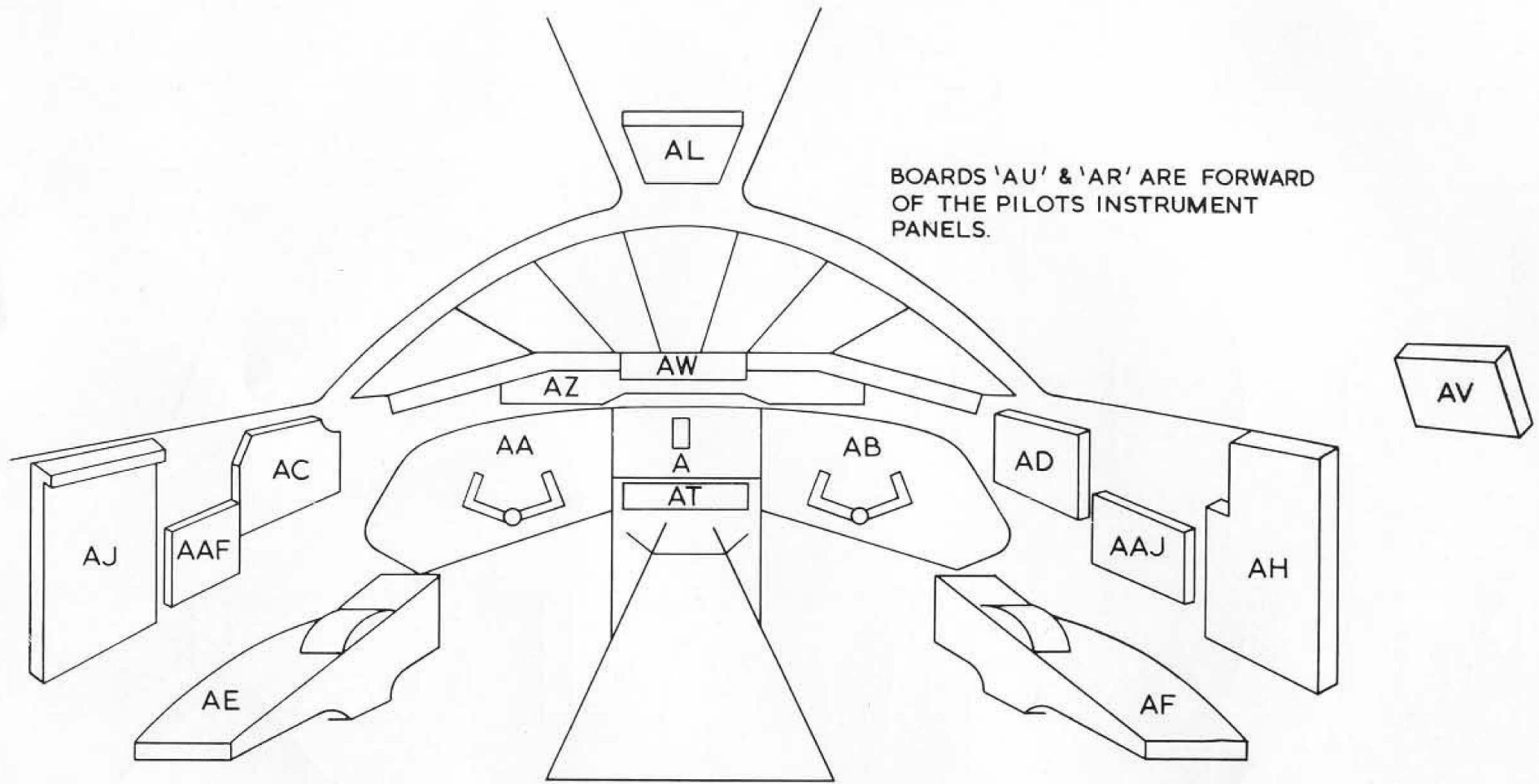


Fig. 1 Distribution boards and control panels at pilots' station

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

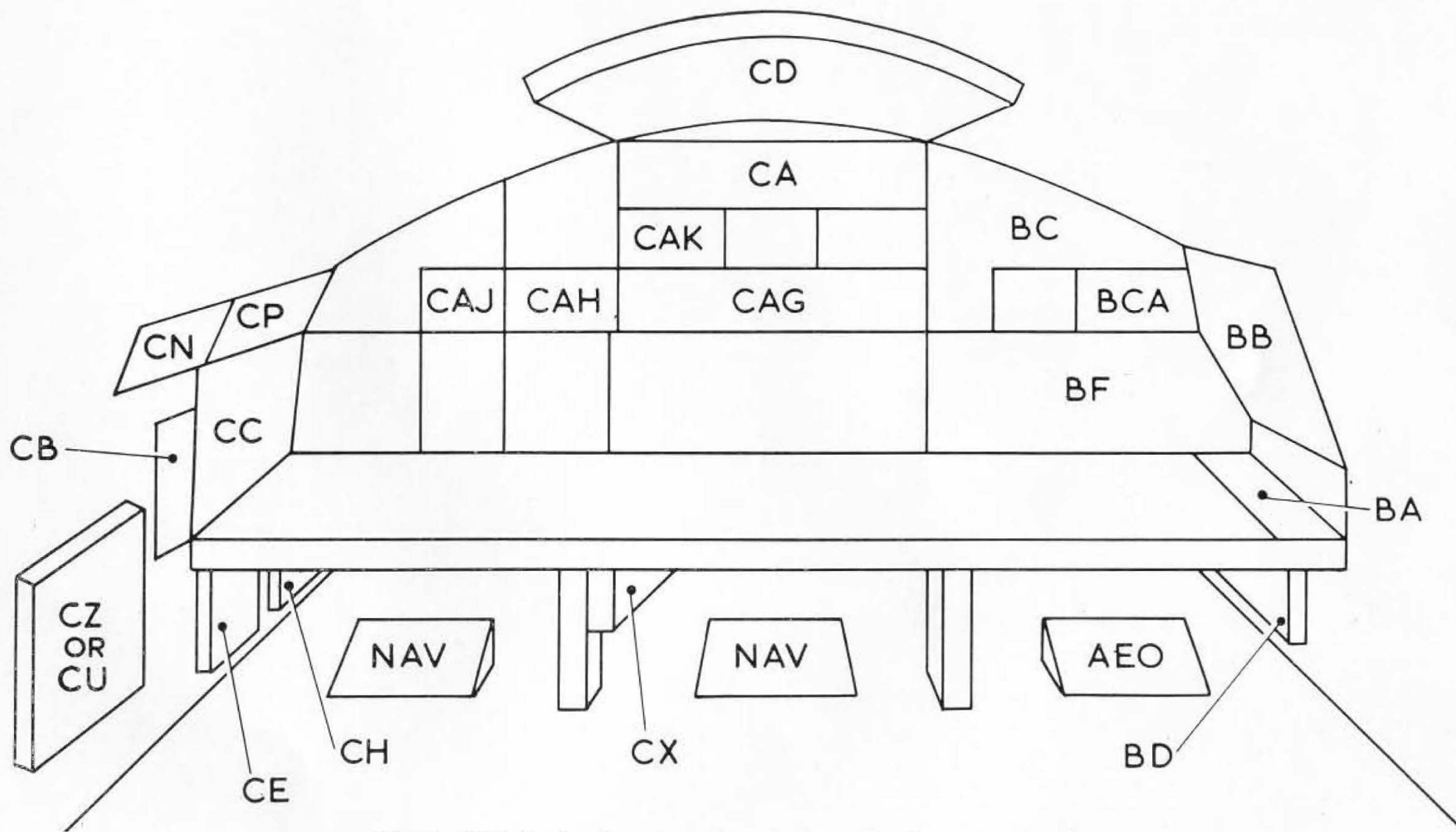


Fig. 2 Distribution boards and control panels at rear crew stations

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

This file was downloaded
from the RTFM Library.

Link: www.scottbouch.com/rtfm

Please see site for usage terms,
and more aircraft documents.

