

1-2-42

Undercarriage Ground Locks

2160. Two flagged pins are provided for ground locking the undercarriage, one pin to each main wheel down-lock assembly. The mechanical interconnection of the wheels ensures that the nose wheel is also automatically locked when the pins are inserted. A stowage for the ground-lock pins is on the cockpit port wall.

FLAP

Flap Controls

2161. Control of the flap is by either of two interconnected FLAPS levers, one on the cockpit port wall and the other on the centre pedestal; the position of the flap is shown on a FLAP indicator on the port panel. The port lever is in a quadrant, gated at the take-off position, and it is necessary to pull either lever aft to pass down through the gate, or to push forward to pass up through the gate. The fore and aft movement of one lever is transmitted to the other by a teleflex control (the existence of the gate enables a rapid selection to TAKE-OFF to be made from fully down). Flap selection to the TAKE-OFF gate gives 30 deg of flap and LANDING gives 50 deg of flap. Any flap position can be selected, but for intermediate selections the lever must be held for 2 seconds after selection or the flap may subsequently creep.

Flap Operation

2162. The flap under each main plane is mechanically connected to a hydraulic jack. Both jacks are controlled by a multi-position pre-selector valve, also connected to the flap mechanism. Selecting a flap position opens the selector valve and directs fluid to the jacks. Jack movement actuates the flaps and is also transmitted to the selector valve, returning it to its neutral position by the time the flaps reach the selected position.

AIR BRAKE

Air-Brakes Control

2163. Control of the air brakes is by either of two AIR BRAKE rocker switches, one in the end of each throttle lever hand grip; the switches are spring-loaded to the centre position. If, using both switches, IN and OUT are selected together, the OUT selection is paramount.

Air-Brakes Operation

2164. The air brakes on each main plane comprise a lower surface air brake and an upper surface lift spoiler, each set connected to separate hydraulic jacks. The jacks are controlled by a single solenoid selector valve.