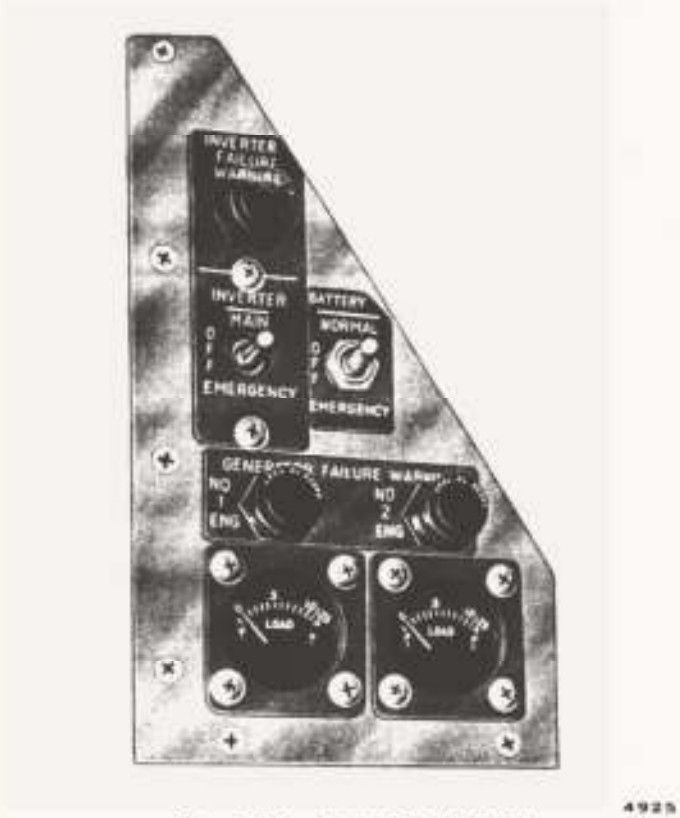

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Fig. 1-16. Ammeter Panel

(Continued from page 10)

1-14 and 1-15). The following is a list of a-c- and d-c-operated equipment:

A-C OPERATED EQUIPMENT

Attitude Gyro
Fuel Flow and Quantity Indicators
Fuel and Oil Pressure Indicators
Load Feel System
Temperature Control System

D-C OPERATED EQUIPMENT

Alarm and Warning Systems
All Electrical Pumps
Communication System
Ignition System
Inverters
Position Indicators
Fuel Quantity Indicators
Starters
Engine Air Duct Door Safety Circuits
Bank-and-Turn Indicator
All Flap Indicators
Landing Gear Indicator
Bearing Oil Inlet Temperature Indicator
Seat Elevator
Electric Trim Controls
Auxiliary Tank Jettison Circuit
Emergency Hydraulic Pump

A-C AND D-C OPERATED EQUIPMENT

Compass

SELF-GENERATED EQUIPMENT

Tachometers
Turbine Outlet Temperature Indicator

1-45. ELECTRICAL SYSTEM CONTROLS.

1-46. BATTERY SWITCH. A three-position battery switch mounted on the ammeter panel (Fig. 1-16) has the following positions: "NORMAL," "OFF," and "EMERGENCY." In the "NORMAL" position the battery is disconnected from the system bus and is used exclusively to supply power for the test equipment. In the "EMERGENCY" position the battery is connected to the main bus and the instrumentation is disconnected.

Note

The battery must be completely charged before each flight.

1-47. GENERATOR SWITCHES. Two guarded, three-position, spring-loaded, generator switches mounted on the fire extinguisher panel (Fig. 1-27), have the following positions: "ON," "OFF," and "RESET." The "ON-OFF" positions are conventional in operation; the spring-loaded "RESET" position is for use in resetting a tripped generator relay. If a generator relay trips, as evidenced by the illumination of a warning light mounted on the ammeter panel (Fig. 1-16), the switch must be momentarily positioned to "RESET" before returning it to "ON." The warning light will go out after the relay is reset.

Note

If, after positioning to reset, the light does not go out, the generator has failed. Turn the switch to "OFF."

1-48. INVERTER SELECTOR SWITCH. A three-position inverter selector switch is mounted on the ammeter panel (Fig. 1-16) and has the following positions: "MAIN," "OFF," and "EMERGENCY." In the "MAIN" position the main inverter and the instrumentation inverter are supplying a-c power to all a-c equipment. The "EMERGENCY" position supplies a-c power only to the aircraft from the instrumentation inverter. The "OFF" position is conventional.

1-49. GROUND POWER SWITCH. An "ON-OFF" ground power switch is mounted on the switch panel (Fig. 1-13). The switch must be in the "ON" position at all times ground power is connected to the aircraft.

1-50. EXTERNAL POWER SOURCE RECEPTACLES. An external power source receptacle is provided on the right side of the aircraft (Fig. 1-4), beneath a hinged access door, to permit the introduction of external power for operating aircraft equipment. Two outside external power source receptacles, one in each main gear wheel well (Fig. 1-4), are provided to permit the introduction of external power for engine starting.

1-51. CIRCUIT PROTECTORS. Circuit protectors are mounted on the circuit breaker panels on the cockpit right console. Each circuit breaker is identified by an adjacent name plate (Fig. 1-15).

1-52. ELECTRICAL SYSTEM INDICATORS.

1-53. INVERTER INDICATOR LIGHT. One push-to-test inverter failure warning light is mounted on the