

CLOCKS.

The type A-13A, 8-day clocks (32, figure 1-3 and 23, figure 1-4) on the pilot's and copilot's instrument panels are hand-wound, and each has a winding knob on the lower left section of the bezel. Clockwise rotation of the winding knob winds the clock. To set the hour and minute hands the winding knob must be pulled out. A start-stop-reset button on the upper right section of the bezel controls the sweep second hand and a minute totalizer hand. Pressing this button starts the second and minute totalizer hands. Pressing the button a second time stops both hands. Pressing the button the third time resets both hands to the 12 o'clock position and places the clock in readiness for again measuring elapsed time.

ANNUNCIATOR (INDICATOR, CAUTION, AND WARNING) LIGHTS.

Malfunctions, marginal operating conditions, or the status of certain systems are indicated by placard-type annunciator lights (1 and 5, figure 1-7) on the center console and instrument panels. Some lights give specific information, while others direct attention to other indicators in the crew compartment. Each placard-type light has two bulbs to ensure illumination if one bulb fails. A transformer in each light circuit steps down the bus voltage to 6.3 volts for light operation.

NOTE

For detailed information on specific annunciator lights, refer to applicable system descriptions in this section and in Section IV.

MASTER CAUTION LIGHTS.

The two placard-type master caution lights (6, figure 1-3 and 9, figure 1-4), one on the pilot's instrument panel and one on the copilot's instrument panel, are powered by the essential ac bus. Both master caution lights come on simultaneously when any individual system annunciator light comes on, with the exception of the following lights: trim for take-off, bail-out,

brake control, fire-warning/engine shutdown, landing gear warning, landing gear position, vibration, and air start on. The master caution lights also come on if any hydraulic pump status indicator turns yellow. When the master caution lights come on, the specific malfunctioning system should be determined by referring to the lights or indicators on the annunciator light panel and one of the master caution lights must be pressed momentarily. This extinguishes both master caution lights and the master caution light system is ready for another fault signal.

NOTE

If neither master caution light is pressed, both stay on as long as the malfunction exists. (The specific annunciator light also remains on as long as the indicated condition exists.) If the indicated condition clears, or is transient, the master caution lights and the specific annunciator light go out.

ANNUNCIATOR LIGHTS INTENSITY SWITCH.

Annunciator light intensity is controlled by a three-position switch (2, figure 1-7) on the center console. The switch is spring-loaded from BRIGHT and DIM to a center neutral position. Momentarily holding the switch at the BRIGHT or DIM position closes holding relays to maintain the annunciator lights at the selected intensity. The lights cannot be dimmed unless the engine instrument indirect lighting is on and instrument flood lighting is at or below 80 percent of full brightness. Increasing the brightness of the instrument floodlights above 80 percent of full brightness or turning the engine instrument lights off automatically cancels the dimming action, and the annunciator lights will come on bright. Electrical power for the intensity switch is provided by the essential ac bus.