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### ROYAL AUSTRALIAN AIR FORCE



DEFENCE INSTRUCTION (AIR FORCE) AAP 7213.003-2-14B3

# MIRAGE AIRCRAFT GENERAL AND TECHNICAL MANUAL (BOOK 3 OF 4)

Date of Issue: 19SEP83

(S. D. EVANS)

Air Marshal

Chief of the Air Staff

Sponsor: AIR ENG 1A3 File Reference: HQSC 2501/112/246-1

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It is certified that the amendments promulgated in the undermentioned Amendment Lists have been incorporated into this copy of the Publication :

Amendment List		Topic	Tonic		_
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A List of Tables is contained in the Table of Contents that precedes each chapter in Books 1 and 2.

#### LIST OF FIGURES

#### NOTE

A List of Figures precedes each chapter in Books 3 and 4.

#### MODIFICATION STATE

- As all RAAF Mirage aircraft had all modifications up to Modification 177 incorporated prior to delivery, it is assumed that the original General and Technical Information publications would have reflected that modification status.
- The Modifications listed below have been identified in the original General and Technical Information publications, and have been incorporated (unchanged) in this publication.
  - 179 Electrical Provision of Noise Suppression Filter in Radar Wiring
  - 180 Electrical To Avoid UNDERCARRIAGE NOT DOWN Warning Light from Operating at LOW IAS at Altitude
  - 197 Electrical Provision for Future Fitment of Flasher Unit in Undercarriage Warning System
  - 213 Air Conditioning -- Provision of Filter in Radar Pressurization Ducting
  - 237 Fuselage Introduction of Hydraulically-Controlled Distributor in the Supply Line to the U/C and U/C Doors Hydraulic Electro Distributors
  - 258 Electrical Reposition of Sperry Flux Valve in the Fin in lieu of the Wing
  - 266 Fuselage Installation of the Flasher Unit of the U/C DOWN, LOCKED FORWARD, Indicator in the Cockpit
  - 322 Electrical Introduction of a Connector in the Cockpit and Equipment Regulation Amplifier Circuits
  - 329 Radio Provision of Facilities for GPL Doppler Type AN/APN-153(V)
  - 365 Radio Introduction of Estimated Point Marker on Radar Scope and Provision for Drift Alignment
  - 406 Wings Introduction of Leading Edge Fuel Tank
  - 614 Fuselage Introduction of an Access Door to the Throttle Control Microswitches
  - 635 Fuselage Introduction of New Type Canopy Seal
  - 826 Electrical Introduction of a Master Armament Switch
  - 835 Instrument Mirage III D Aircraft Revised Static Pressure Supply for Rear Cockpit Vertical Speed Indicator
- 3. The Modifications listed below have been incorporated prior to the issue of this Publication.
  - 572 Fuselage Nose Gear Leg Revised Charging Pressure for the Shock Absorber
  - 591 Fuselage Nose Gear Leg Rework of Truss Universal Joint Pin
  - 725 Undercarriage Landing Gear Hydraulic System Installation of a Shuttle and Non-return Valve
  - 881 Anti-G Piping Technological Improvements of Disconnectable Elbow Coupling
  - 919 Isolation of the AC Power Supply to the MATRA Missile Computer and Harmonization Unit
  - 926 Electrical Improvements to Air Weapons Switching Selections in Mirage III O and III D Aircraft
  - 958 Fitment of Recording Equipment to Monitor Live Missile Firing
  - 978 Conversion of Type OM4 Ejection Seat to Type OM6
  - 1112 Provision on Aircraft for Carrying MATRA R550 Missiles at No 2 Attachment Points
  - 1113 Provision on Aircraft for Quick Select Gun Plus Magic Missile Firing Mode
  - 1124 Cockpit Modification to Facilitate OM6 Ejection Seat
  - The Modifications listed below have been checked and found to have no effect on this Publication.
    - 190 Electrical Introduction of a Link between Cyrano Radar and MATRA 530 Harmonization Unit
    - 227 Fuselage Introduction of Messier Type A5 × 22 879/0 Nose Gear Leg in lieu of Type A22 879M50
    - 240 Wings Introduction of Messier Type A33 × 21 289M2/0 Brake Assemblies in lieu of Type A33 × 21 289M1/0
    - 241 Wings Introduction of Messier Type A4X 24372 M1 and A5-24372M1 Undercarriage Sequence Distributors in lieu of Types A4X 24372 and A5X 24372
    - 242 Wings Introduction of Messier Type A33-202.89.M2/0 Main Wheels in lieu of Type A33-202.89/0
    - 265 Wings Introduction of Improved Main U/C Oleo Legs Messier Type A1X 23-317/0V3 and A1X23-318/0V3 in lieu of A1X23-317/0 and A1X23-318/0
    - Wings Introduction of Improved Main U/C Actuating Truss Jack Type Messier A1X23-177 M1/0 (LH) and A1X23-178 (RH) in lieu of Messier A1X23-177/0 (LH) and A1X23-178/0 (RH)
    - 407 Electrical Installation of Firing Equipment for MATRA Missile

- 429 Wings Introduction of Main U/C Legs Messier A1-23317M1-0 L/H and A1-23318M1-0 R/H in lieu of Type A1X23317/0 L/H and A1X23318/0 R/H
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- 567 Fuselage Introduction of Retaining Cable for the Access Door Supporting Missile Supporting Connectors
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- 664 Main Landing Gear Jacks Local Protection Against Corrosion
- 667 Fuselage No 1 Hydraulic System Anti-surge Accumulator PN A4-23139-0 Improved Locking of Quick Disconnect Coupling
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- 759 Fuselage Gate Valve Fitted in Temperature Regulating Circuits Improvement of Sliding Conditions of Gate
- 805 Undercarriage Nose Gear Truss Improved Lubrication
- 840 Fuselage Attachment of Undercarriage Emergency Hydraulic Pipe in Alternator Compartment
- 882 Main Landing Gear Legs New Adjustment of the Damper
- 885 42 L/MIN Hydraulic Pumps
- 895 Main Landing Gear Jack New Nut for the Jack Bottom
- 945 Main Landing Gear Improvement of the Jack Extended Locking System
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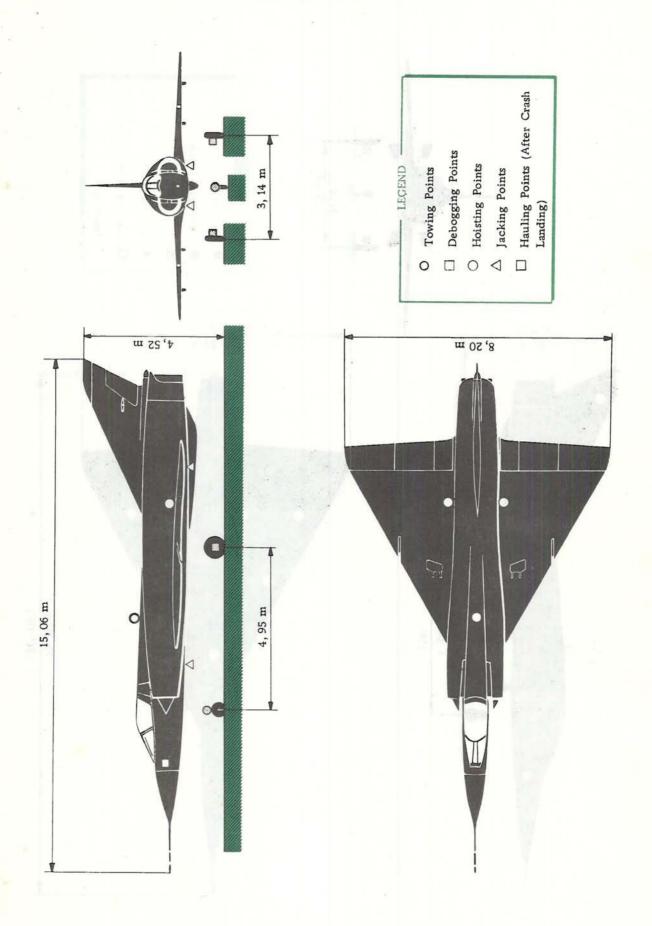


Figure 1-1 General Characteristics - IIIO

### MIRAGE III D ONLY

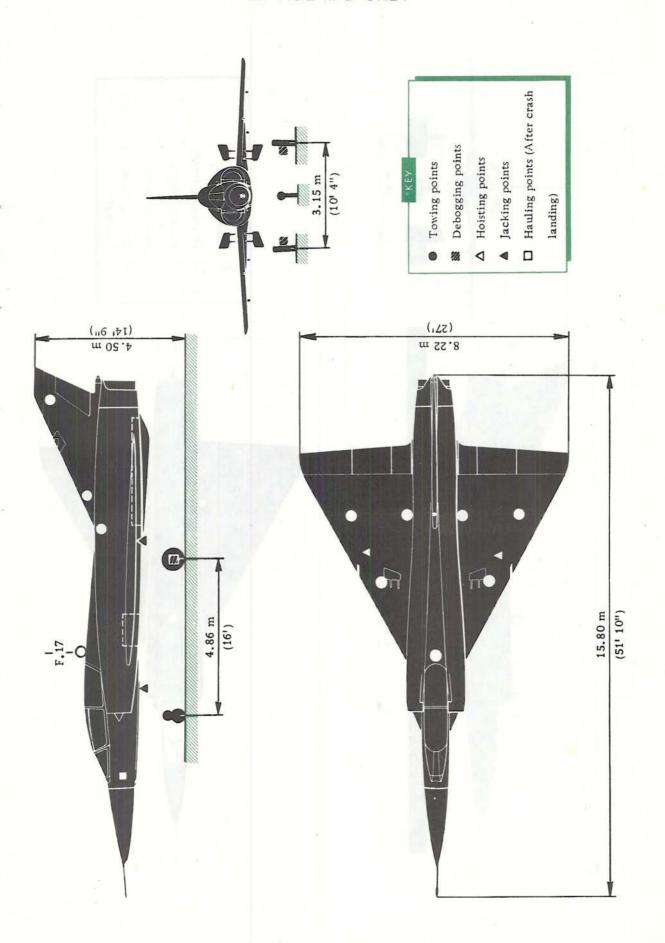


Figure 1-2 General Characteristics - III D

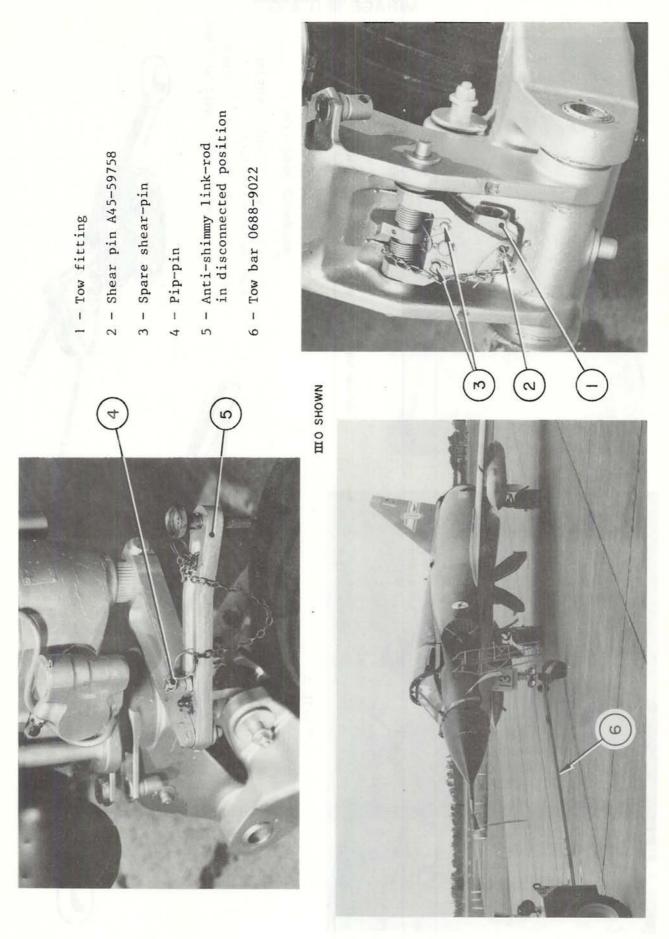
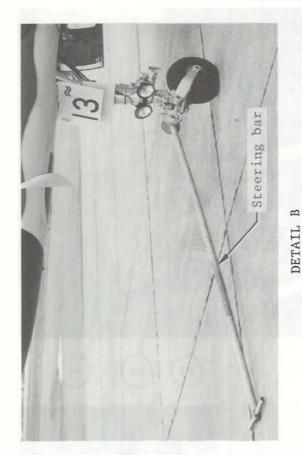


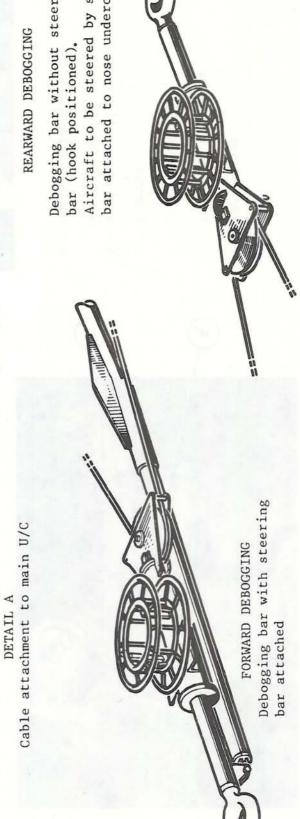
Figure 1-3 Towing



Attachment of steering bar to nose U/C



bar attached to nose undercarriage. Aircraft to be steered by steering Debogging bar without steering bar (hook positioned).



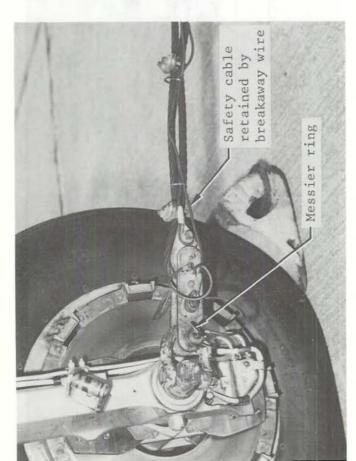


Figure 1-4 De-bogging

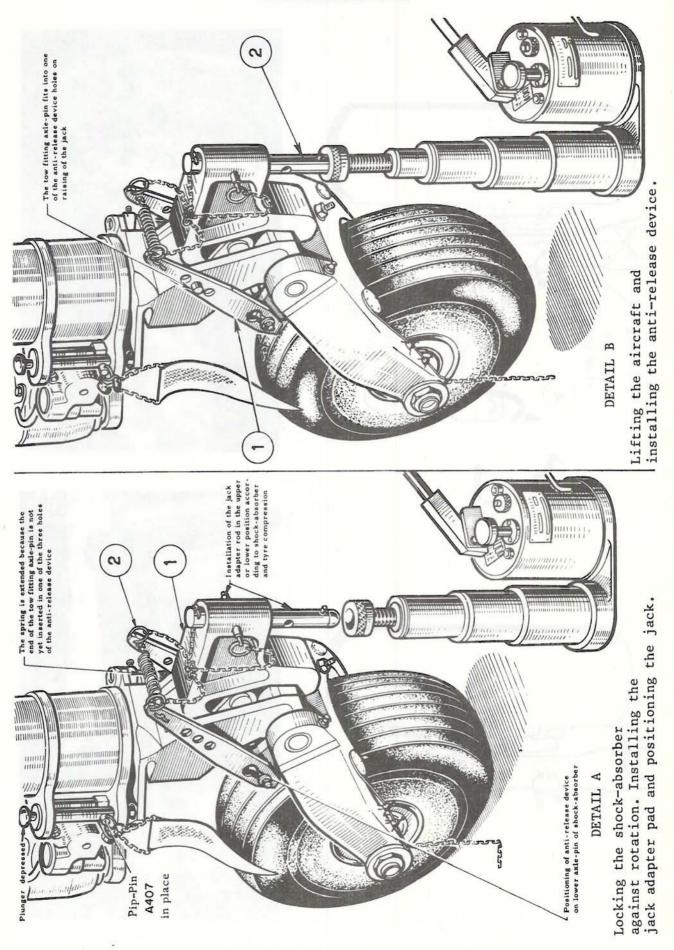


Figure 1-5 Partial Lifting by the Nose Undercarriage

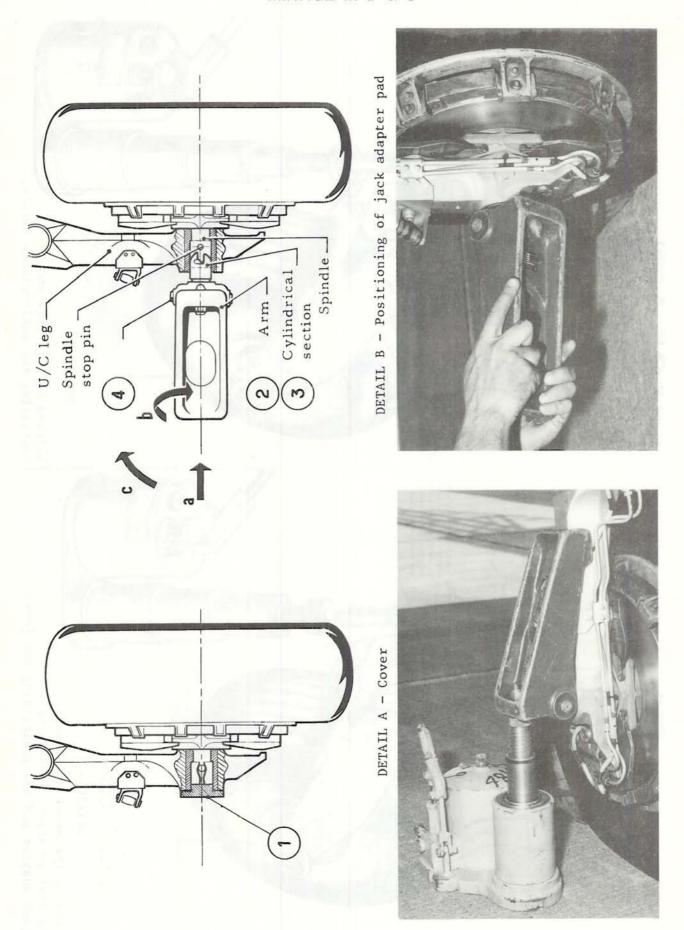


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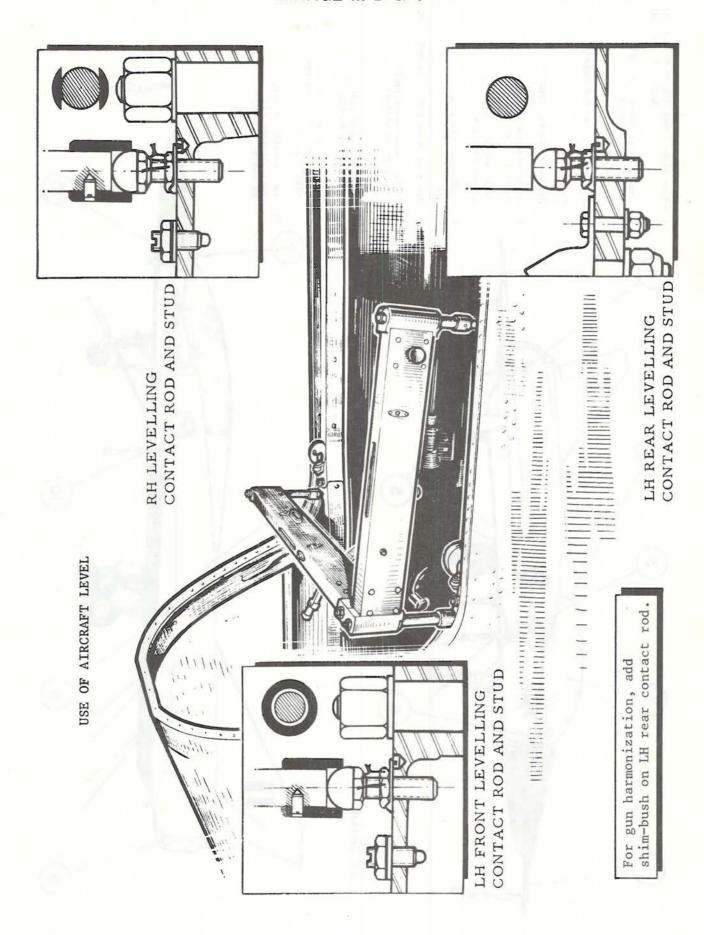


Figure 1-7 Levelling the Aircraft

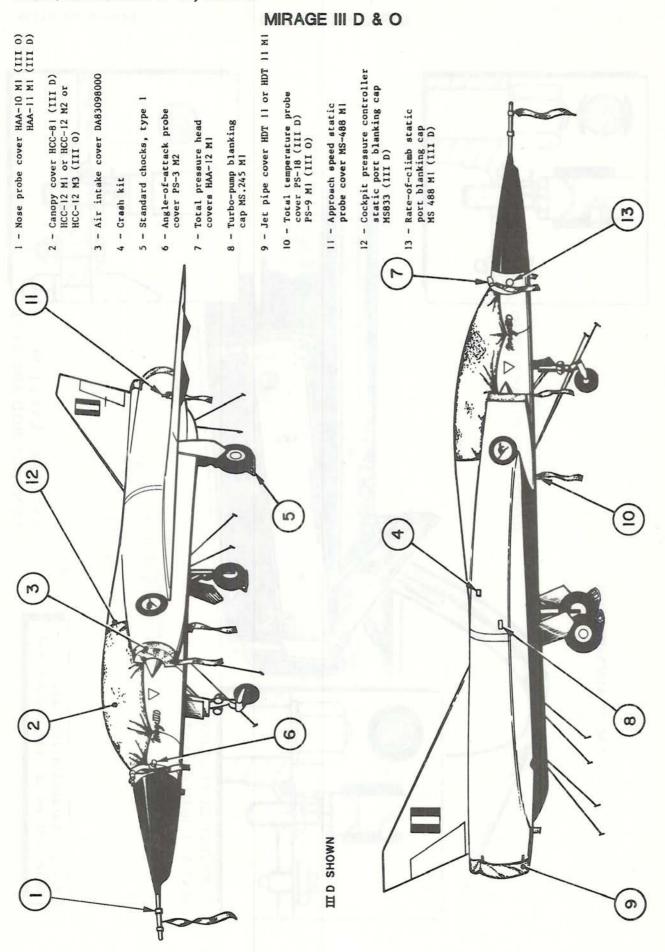


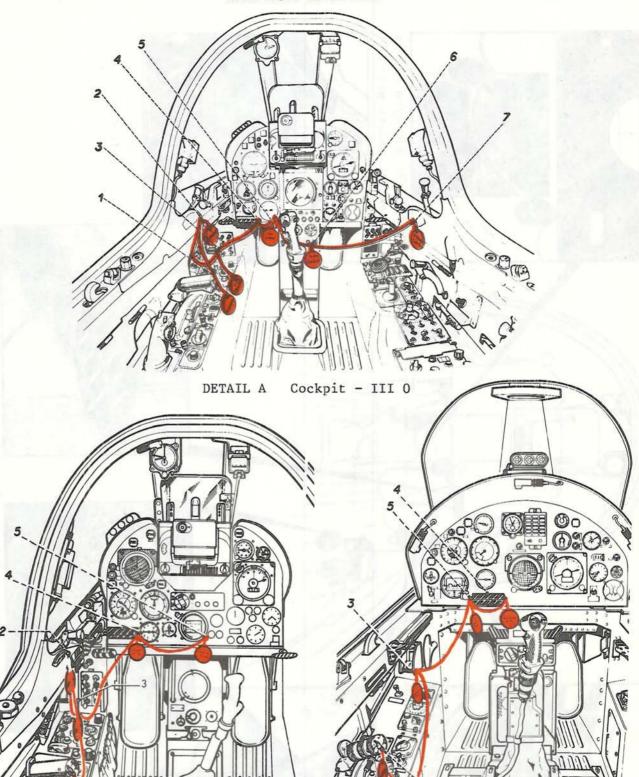
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DETAIL B Front Cockpit - III D

- Airbrake button
- Tail chute control.
- Undercarriage switch
- Jettison button cover

DETAIL C Rear Cockpit - III D

- Standby gyro Gyro control pin Canopy control

Figure 2-1 Safety Devices in Cockpits

### MIRAGE III O ONLY

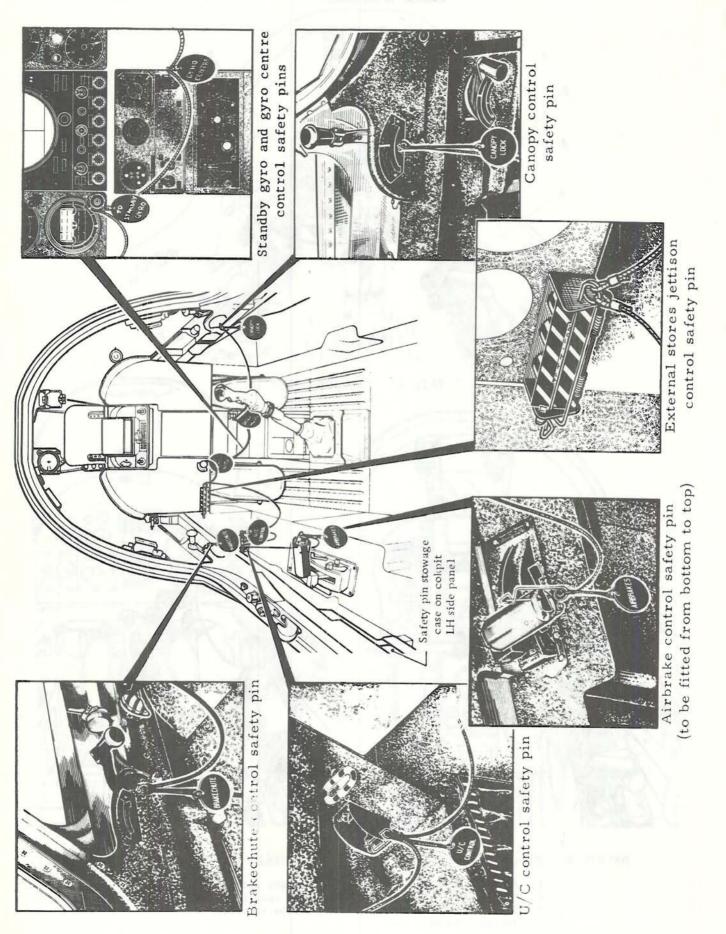


Figure 2-2 Safety Devices in Cockpit, Details - III O

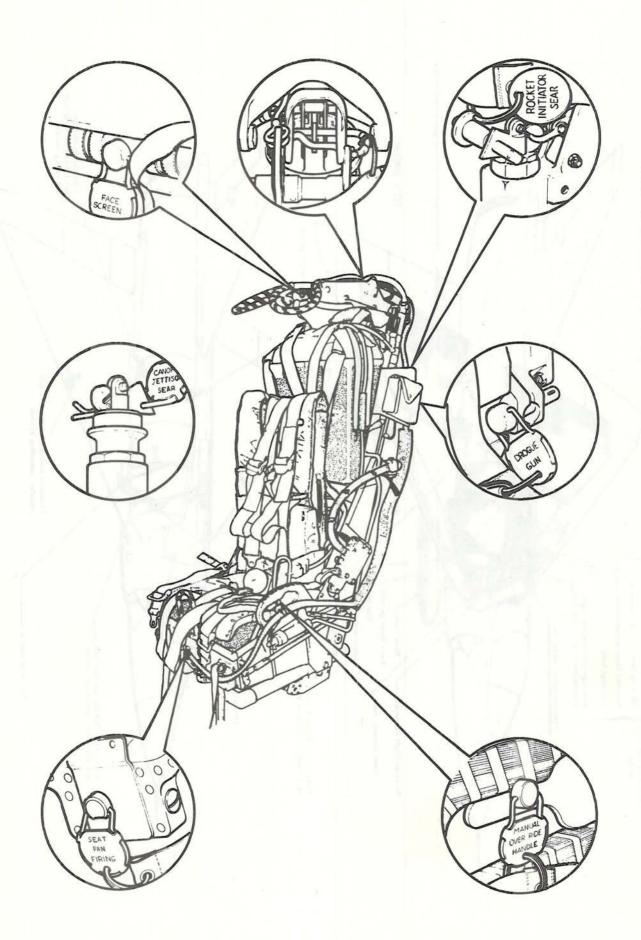


Figure 2-3 Installation of Ejection Seat Safety Pins

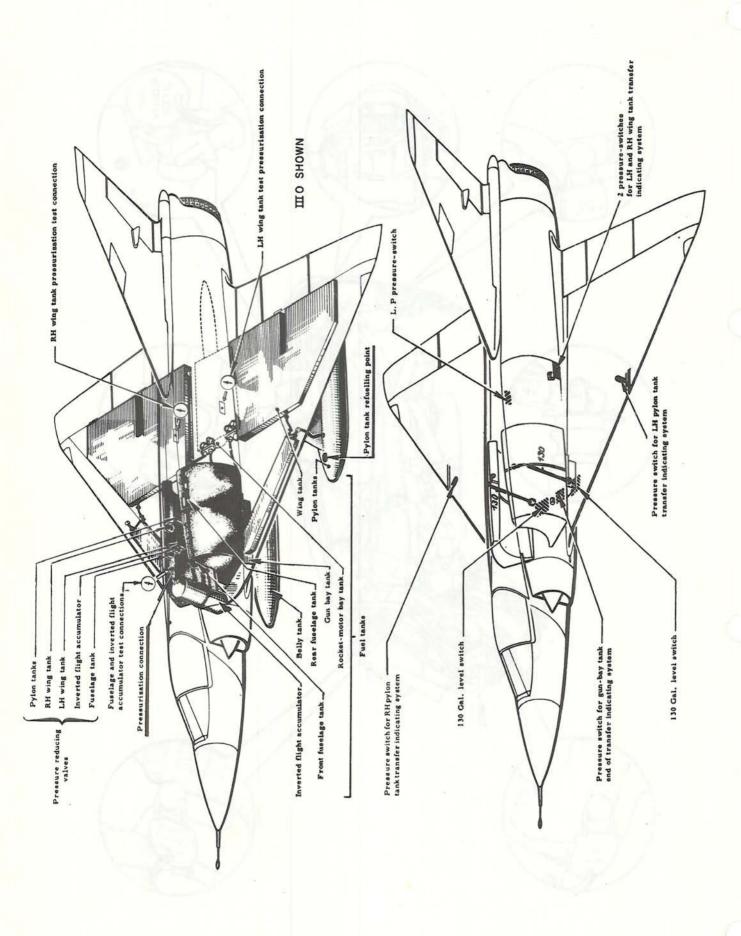


Figure 2-4 Location of Fuel System Sub-assemblies

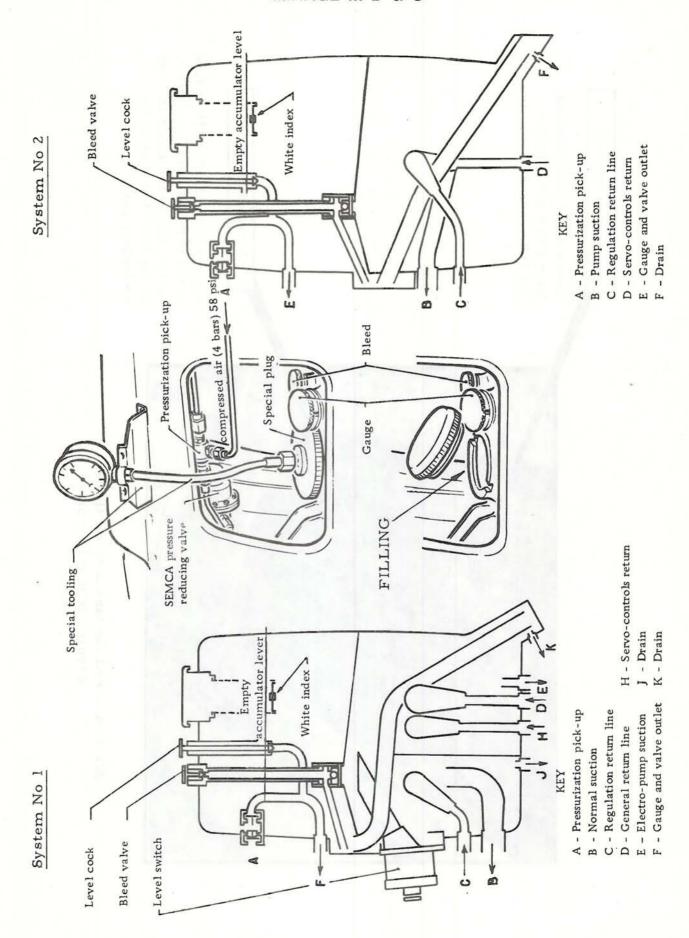
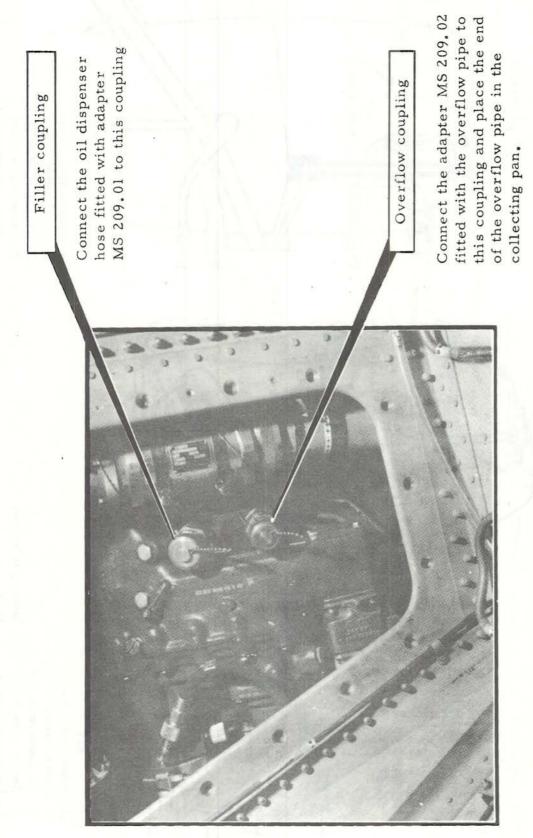


Figure 2-5 Pressurization Check of Hydraulic Reservoirs



DETAIL A - Fill the tank until oil flows through the overflow pipe

Figure 2-6 Engine Oil Servicing

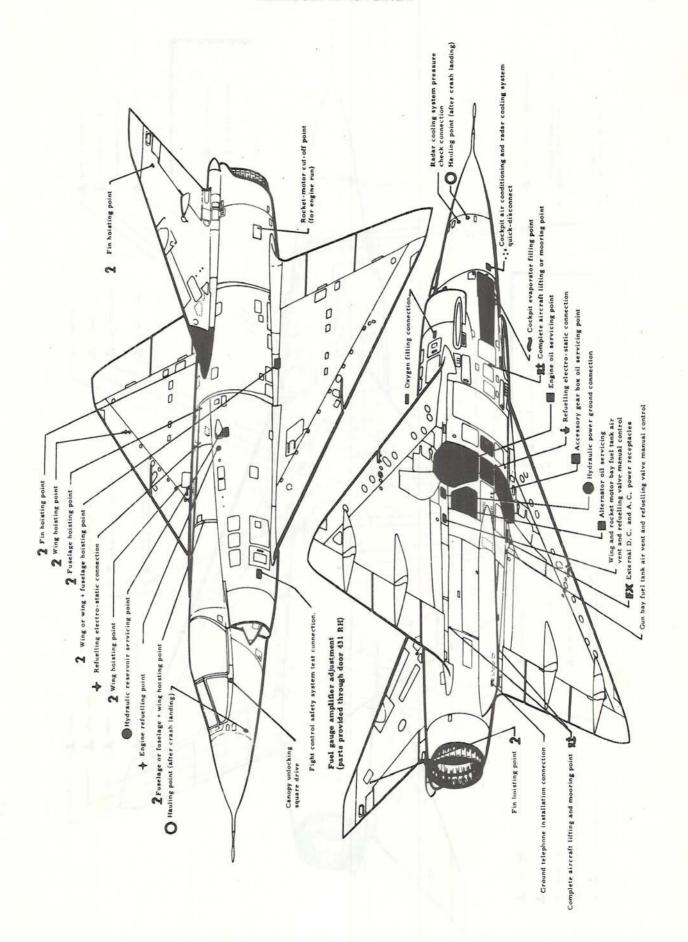


Figure 2-7 Servicing Points - III 0

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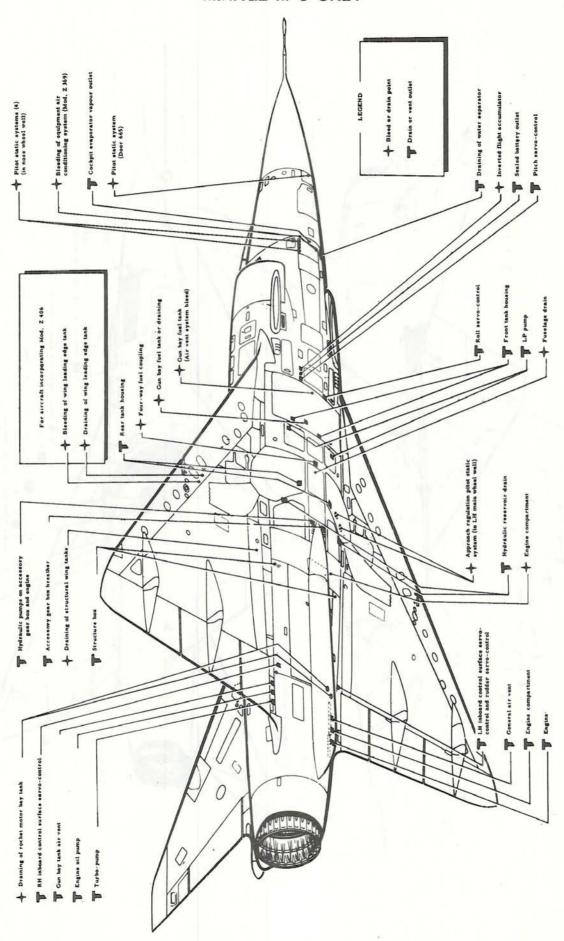


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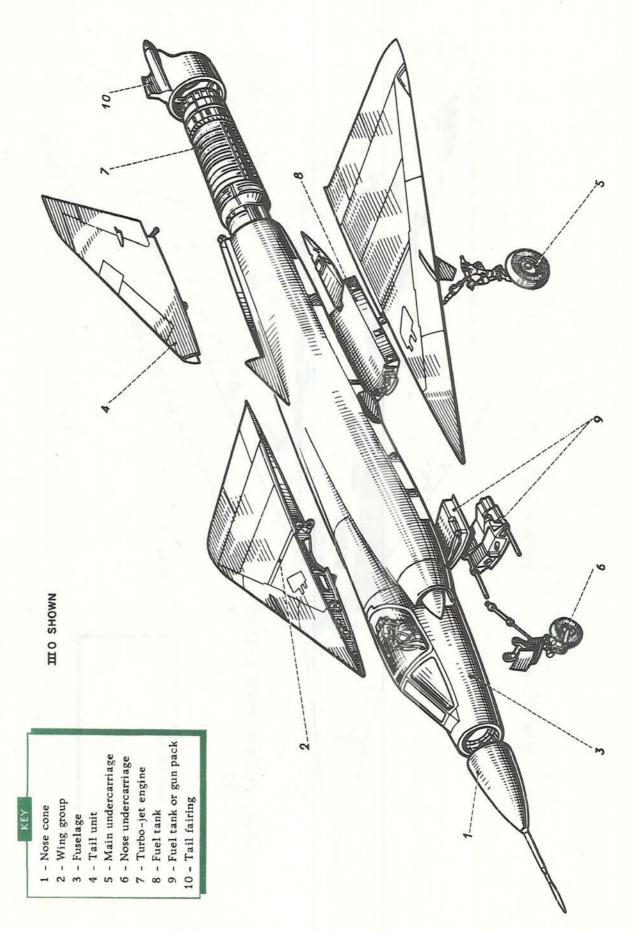


Figure 3-1 Aircraft Major Components

#### MIRAGE III O ONLY

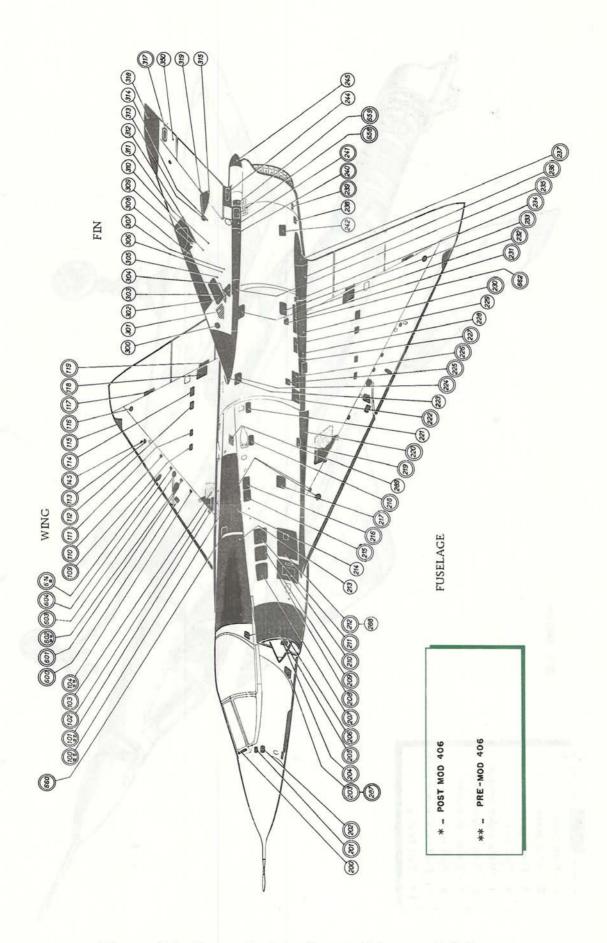


Figure 3-2 Upper Surface External Doors - III O

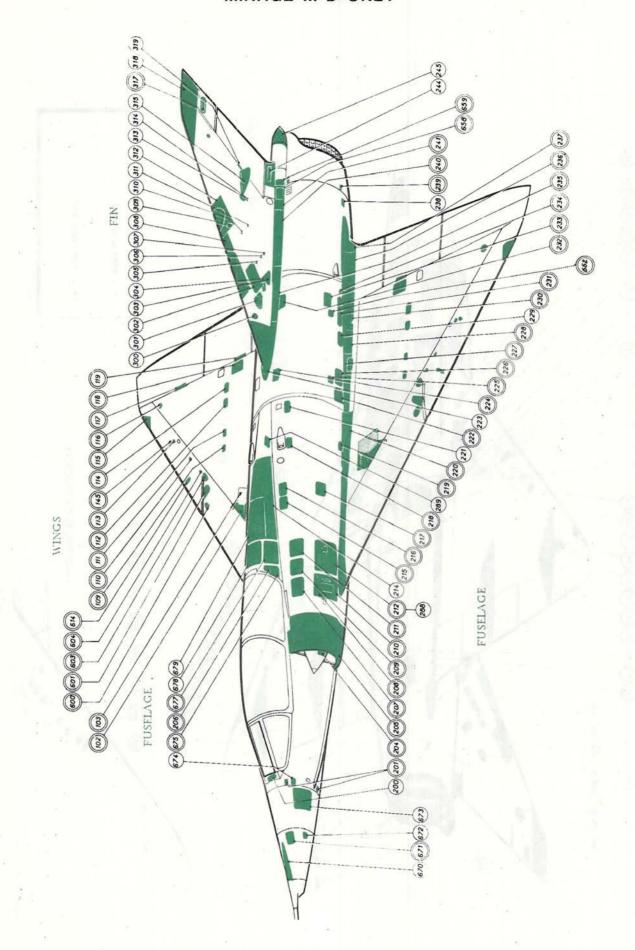


Figure 3-3 Upper Surface External Doors - III D

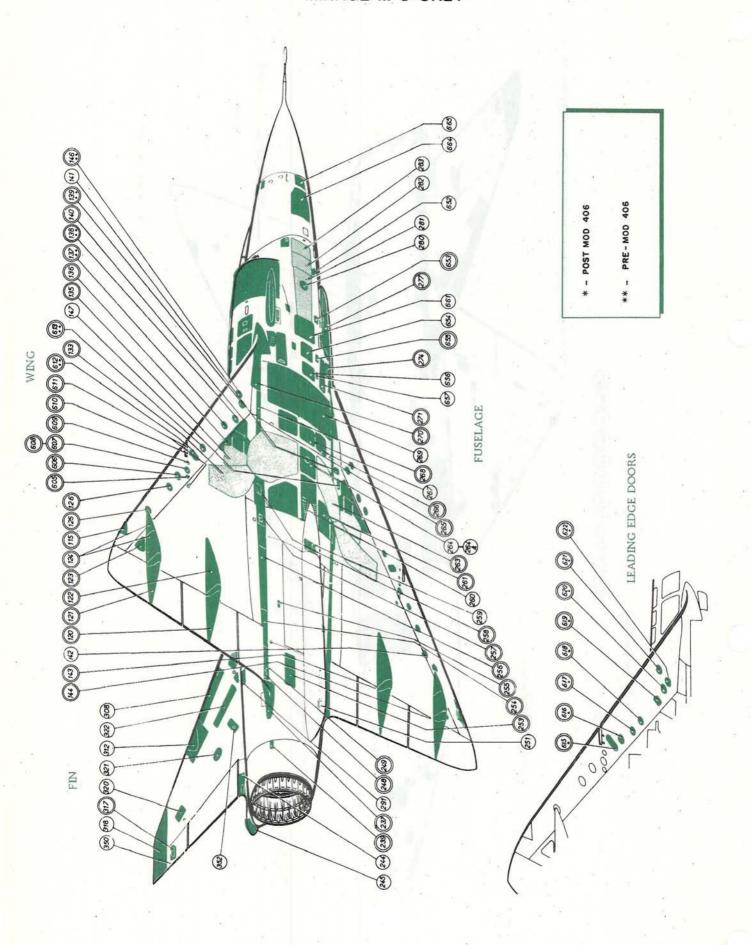


Figure 3-4 Lower Surface External Doors - III 0

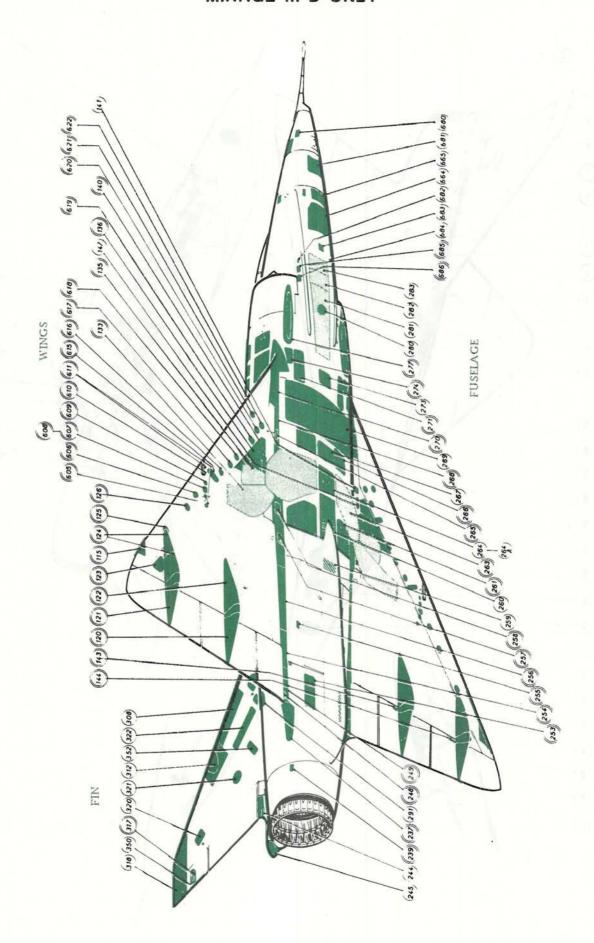


Figure 3-5 Lower Surface External Doors - III D

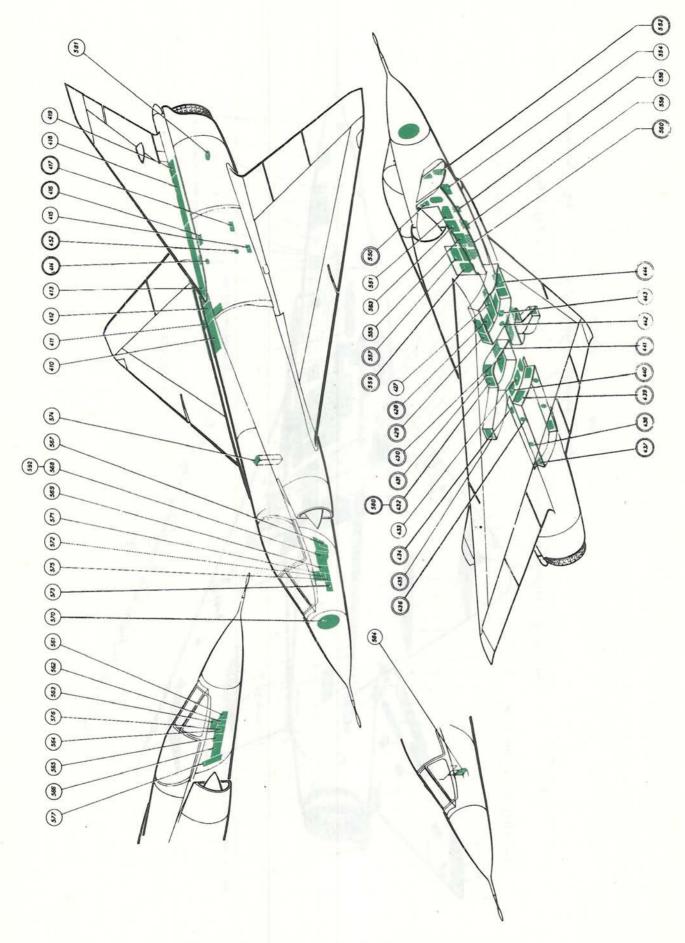


Figure 3-6 Internal Doors - III 0

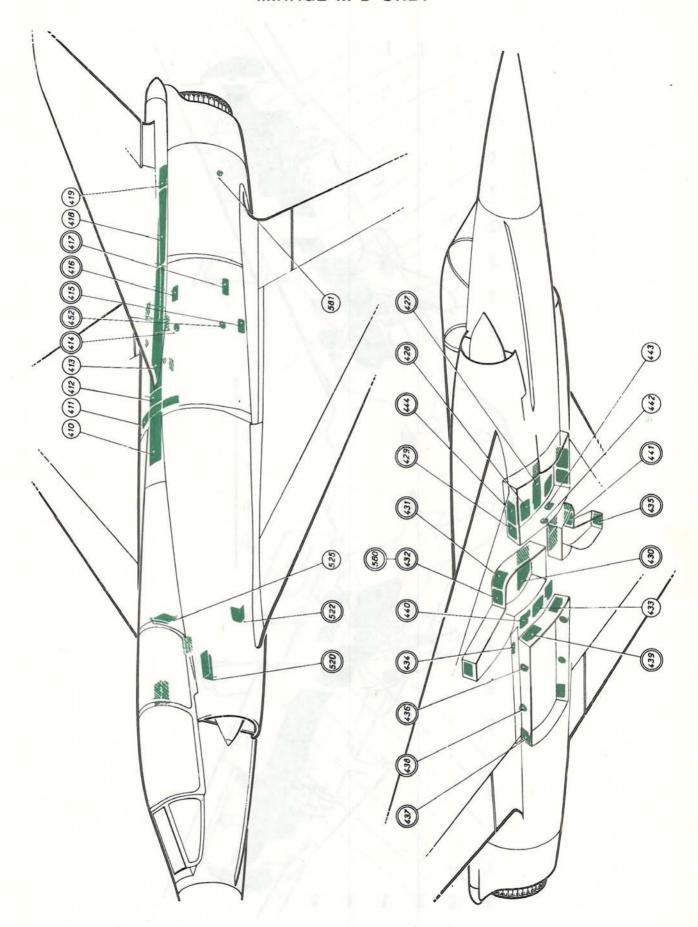


Figure 3-7 Internal Doors - III D

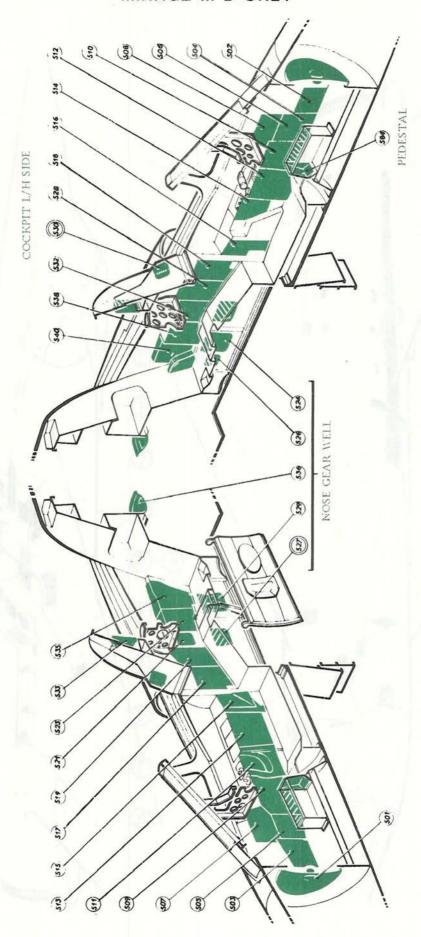


Figure 3-8 Internal Doors in Cockpit and Nose Gear Well-III D

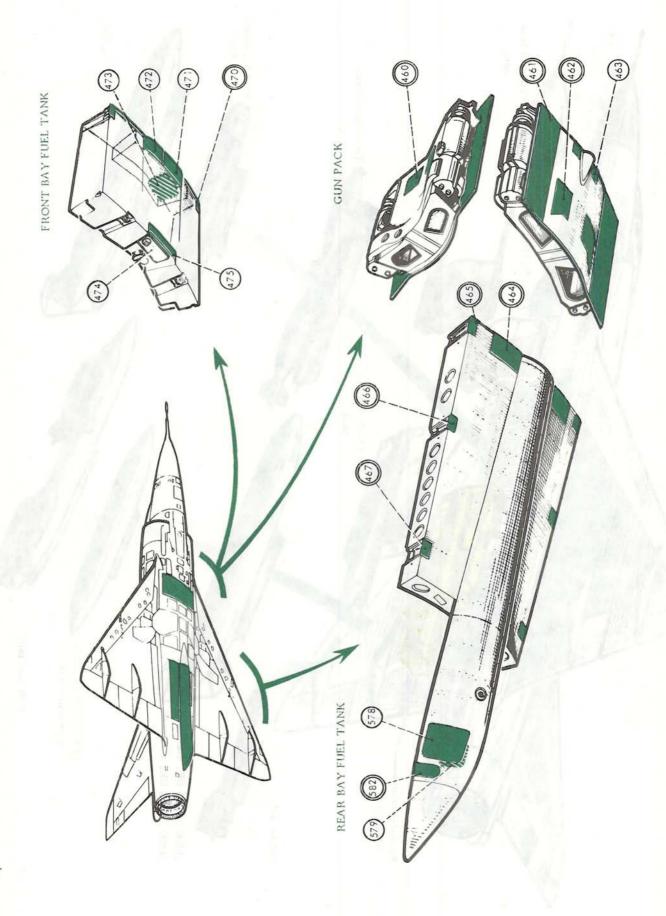


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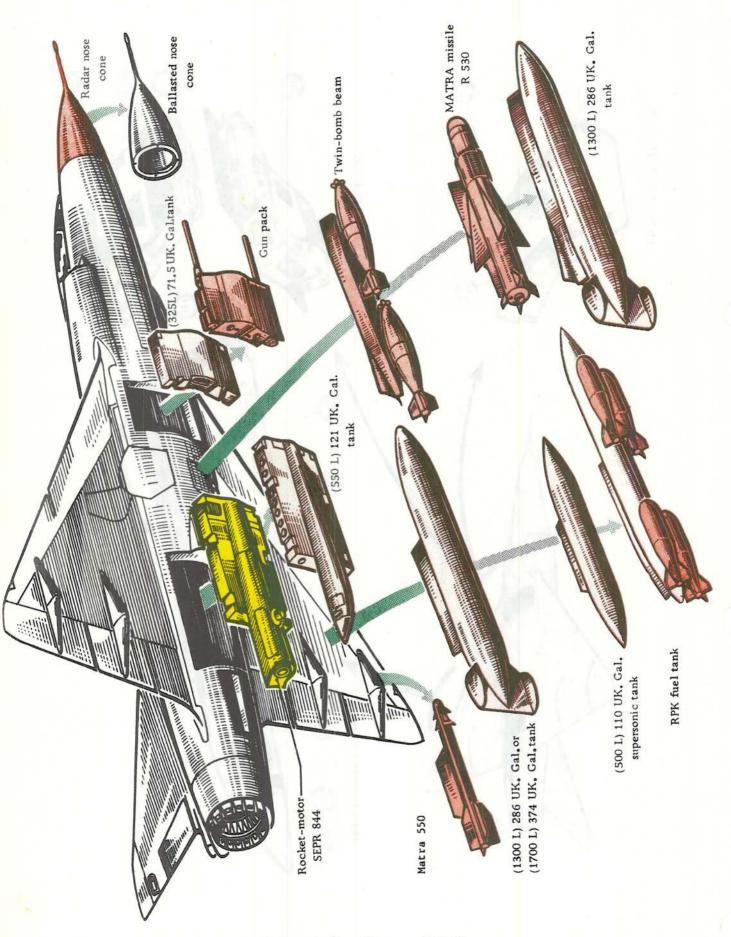


Figure 3-10 Stores - III 0

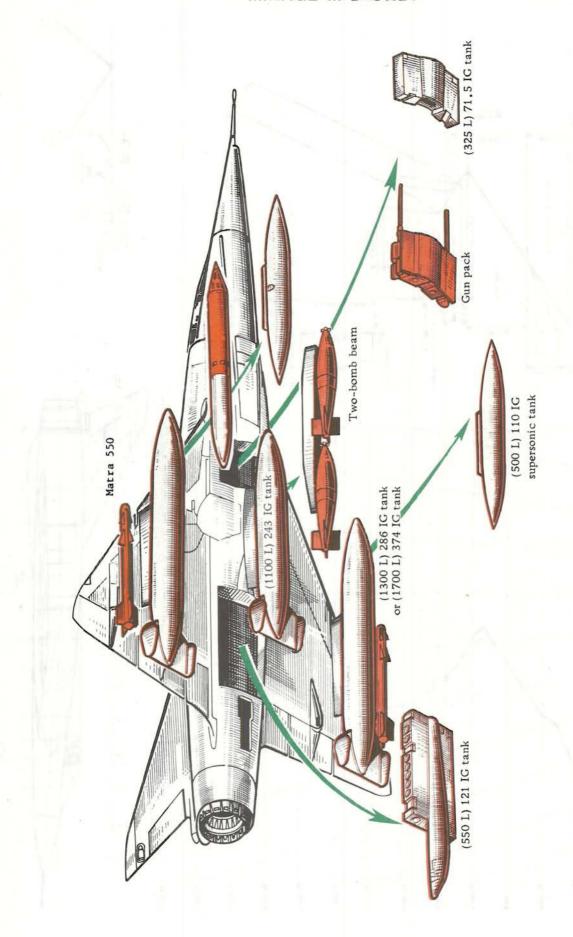


Figure 3-11 Stores - III D

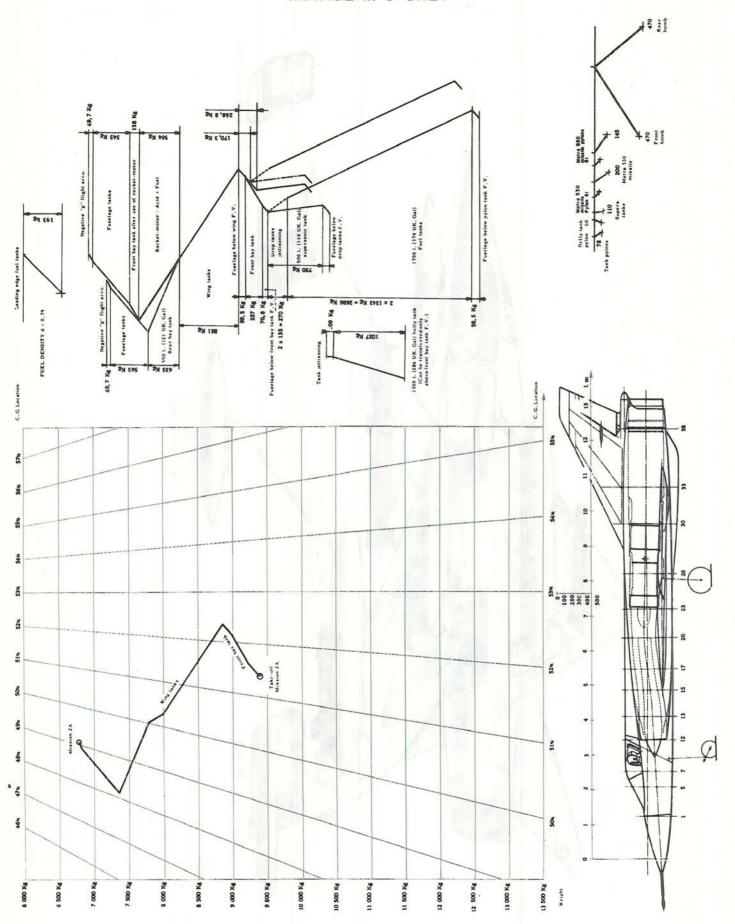
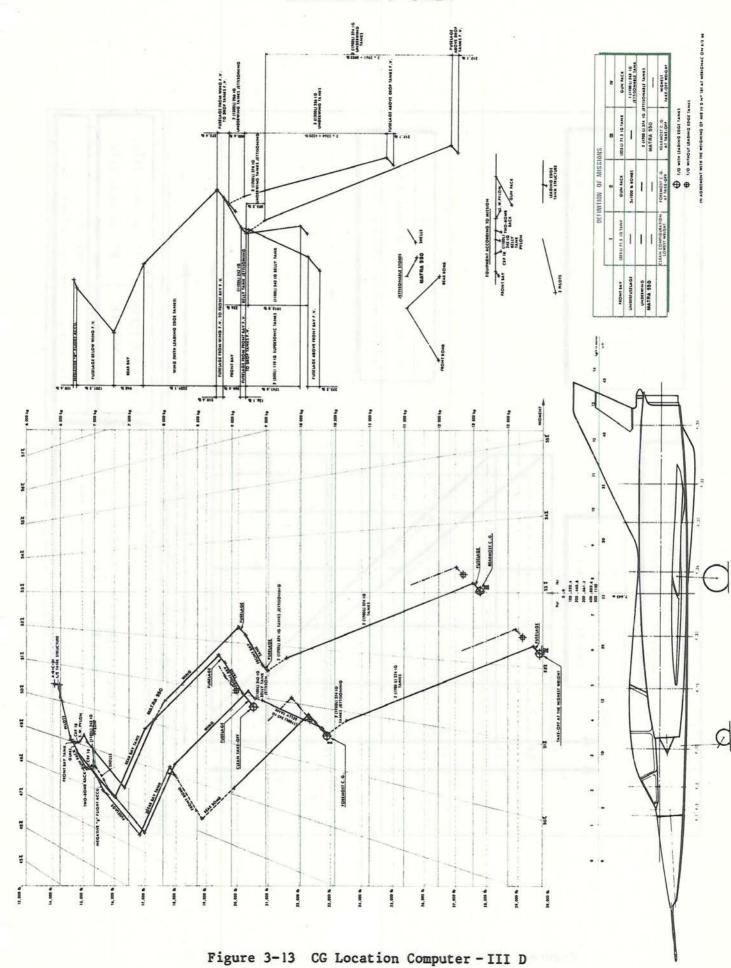


Figure 3-12 CG Location Computer - III O



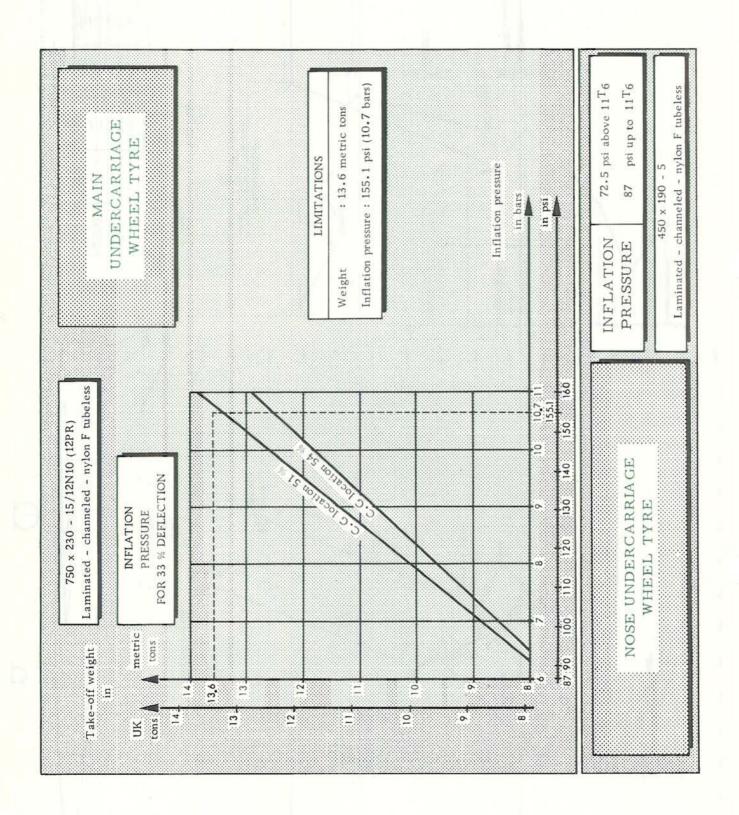


Figure 3-14 Tyre Inflation Pressure Chart - III 0

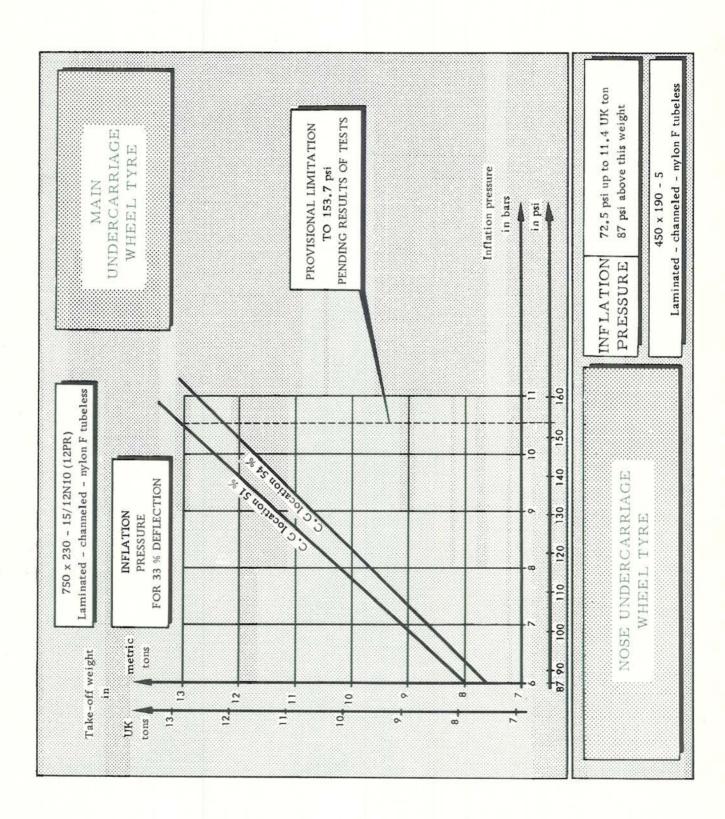


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#### MIRAGE III O DMLY



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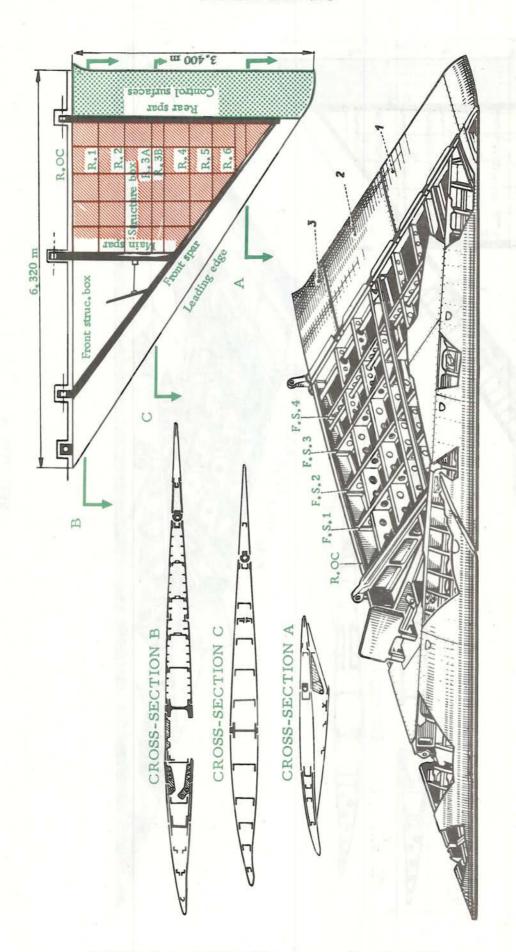


Figure 4-1 LH Wing Structure - Pre-Mod 406

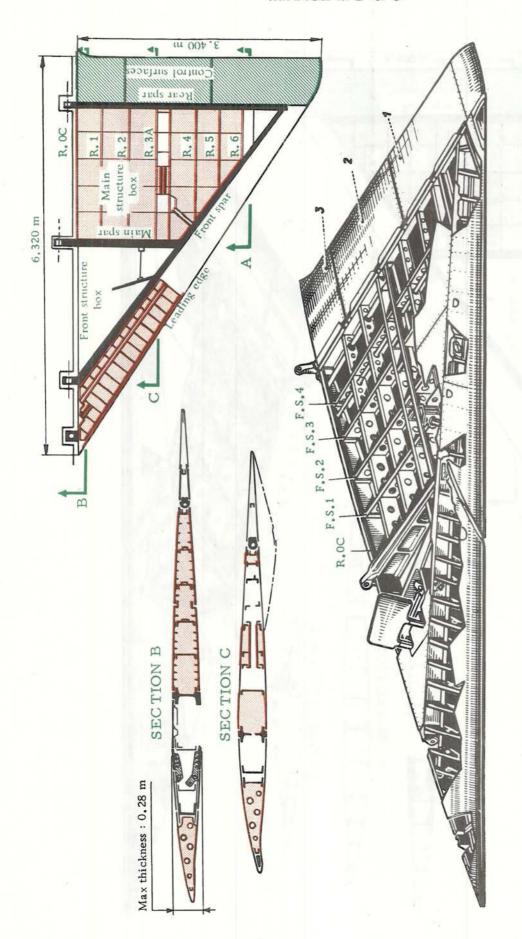




Figure 4-2 LH Wing Structure - Post-Mod 406

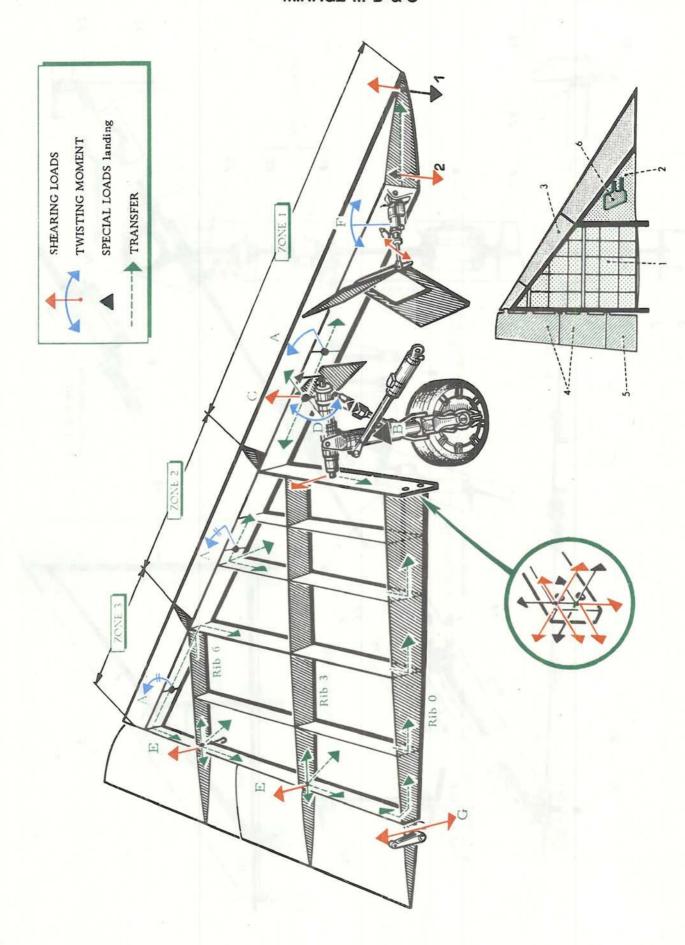


Figure 4-3 Wing - Stressed Components

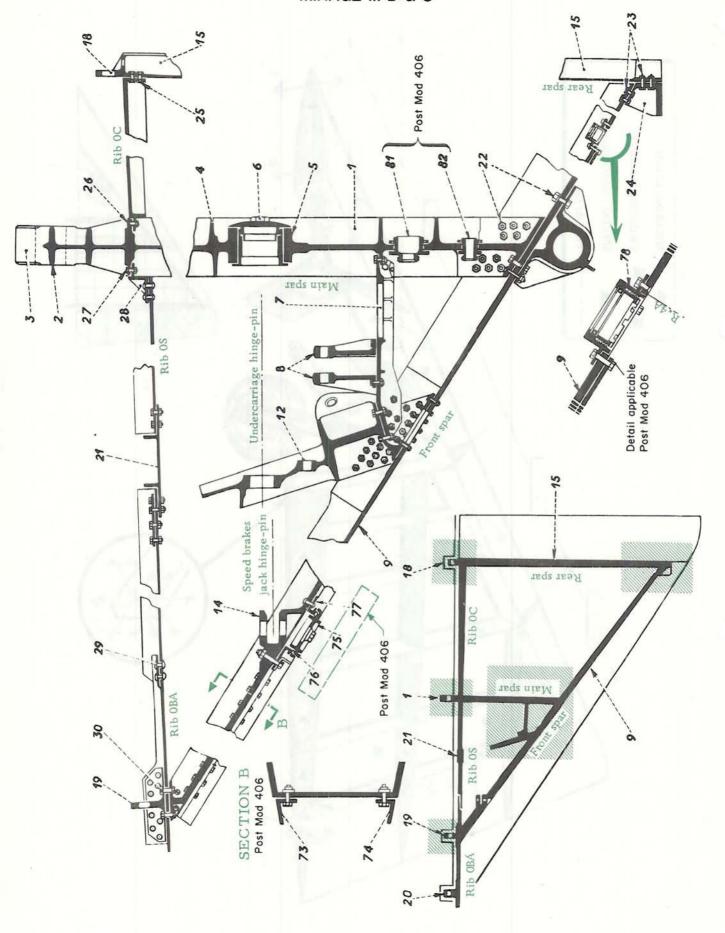


Figure 4-4 Wing - Spars and Attachment Fittings

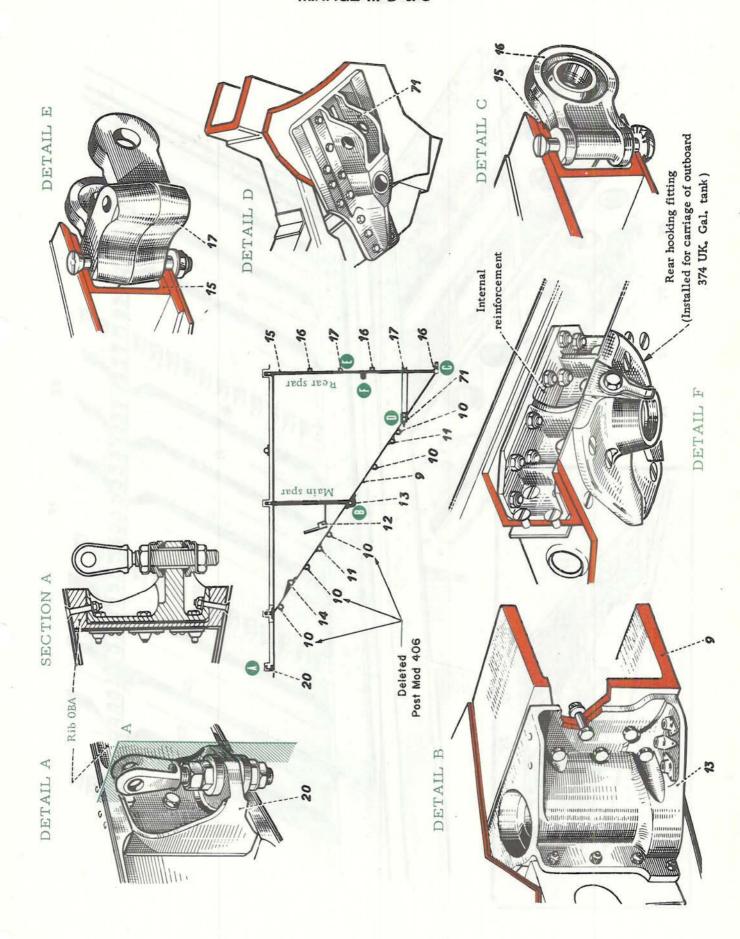


Figure 4-5 Wing - Spars and Attachment Fittings, Details

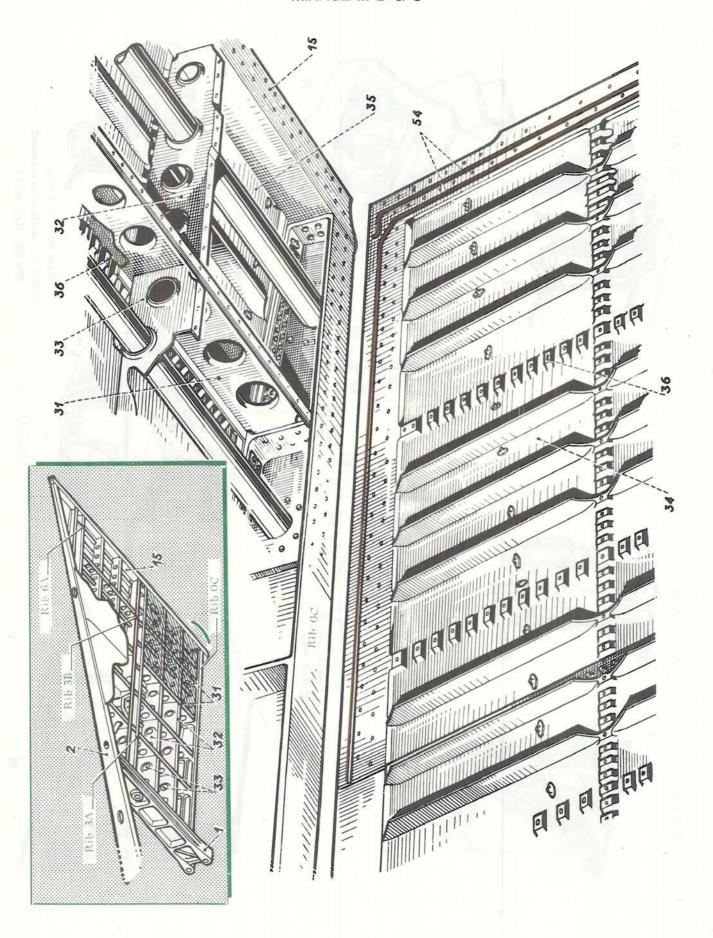


Figure 4-6 Wing - Main Structure Box

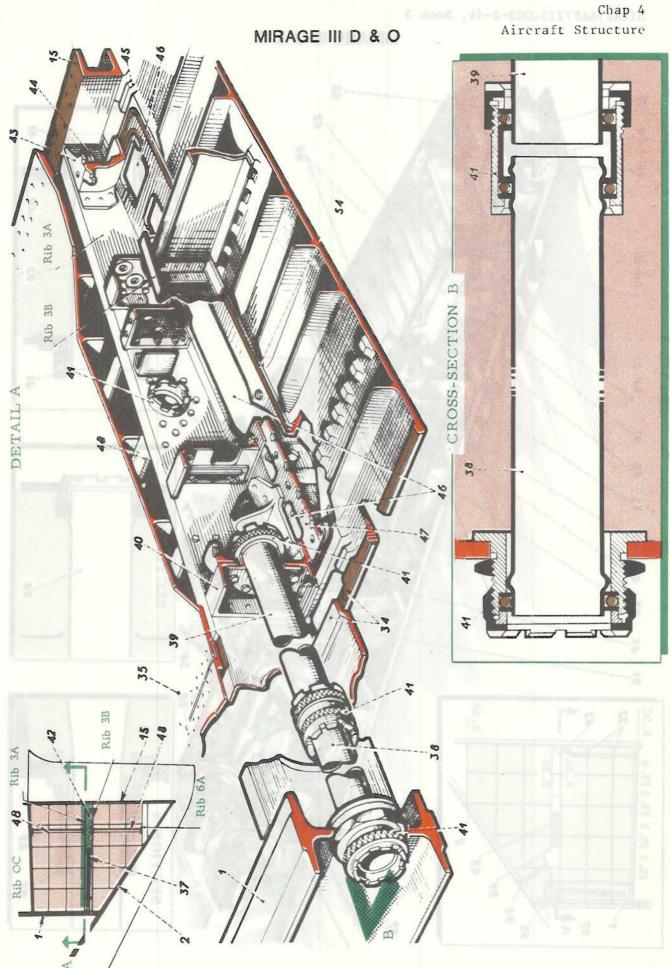


Figure 4-7 Wing - Main Structure Box, Details - Pre-Mod 406

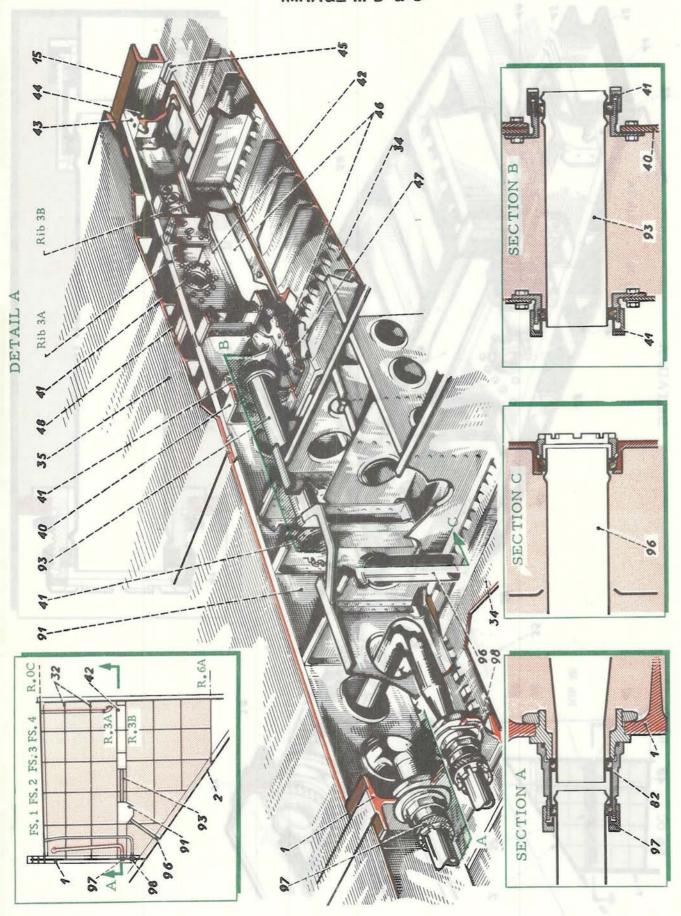


Figure 4-8 Wing - Main Structure Box, Details - Post-Mod 406

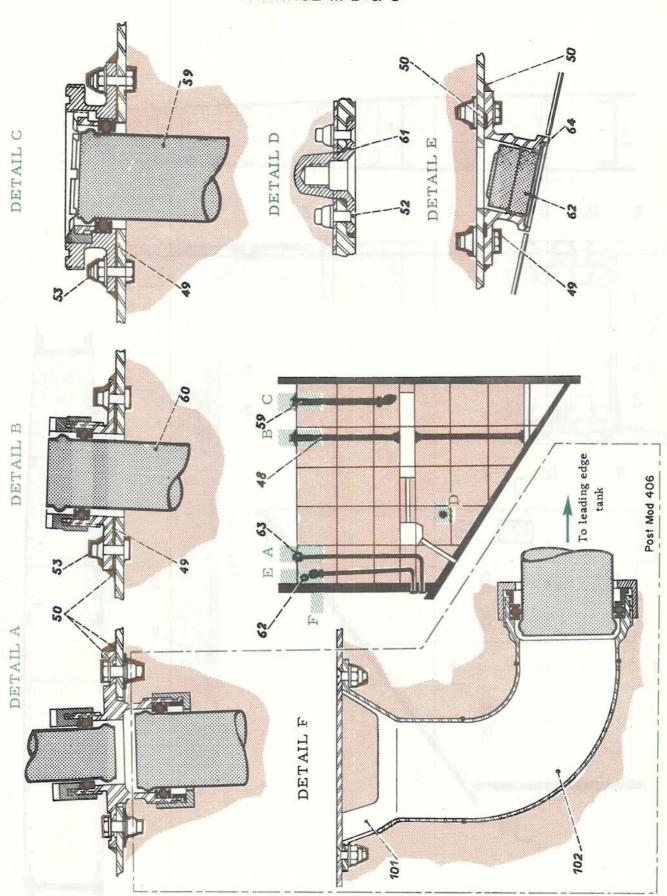


Figure 4-9 Wing - Main Structure Box, Details

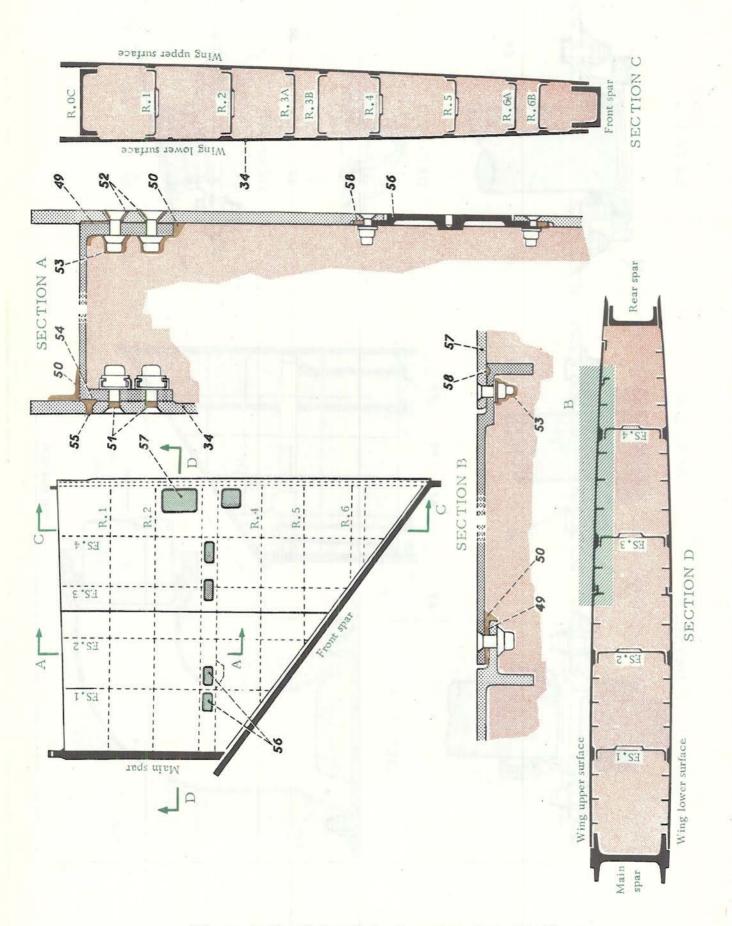


Figure 4-10 Wing - Main Structure Box, Details

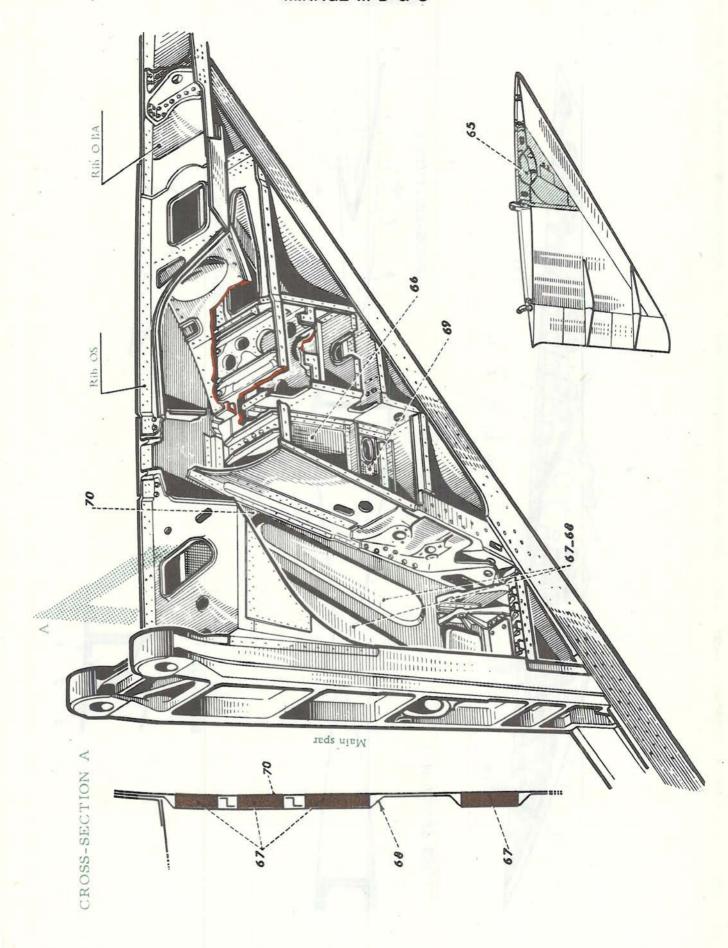


Figure 4-11 Wing - Front Structure Box

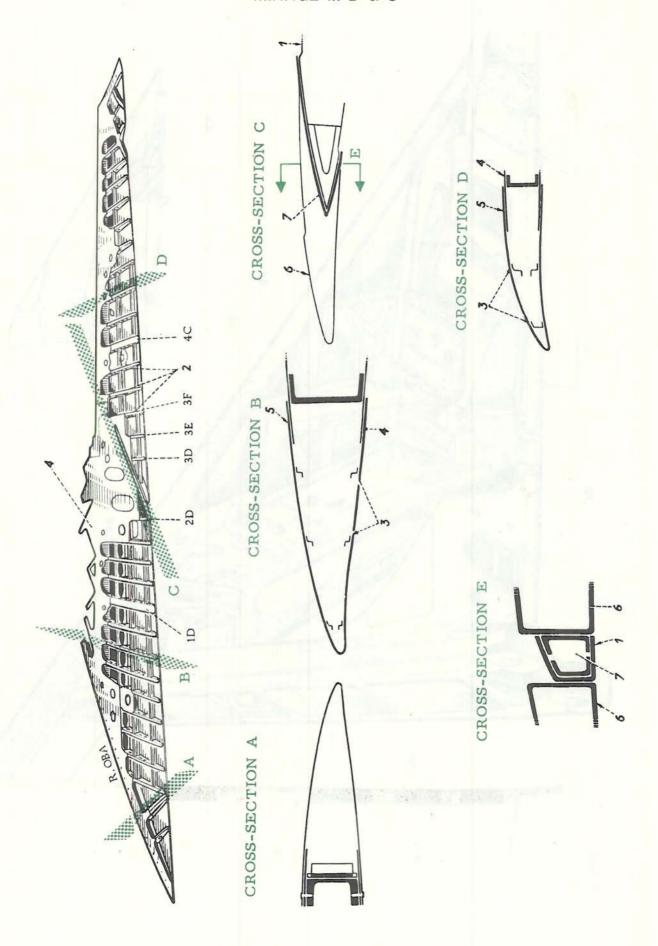


Figure 4-12 Wing - Leading Edge - Pre-Mod 406

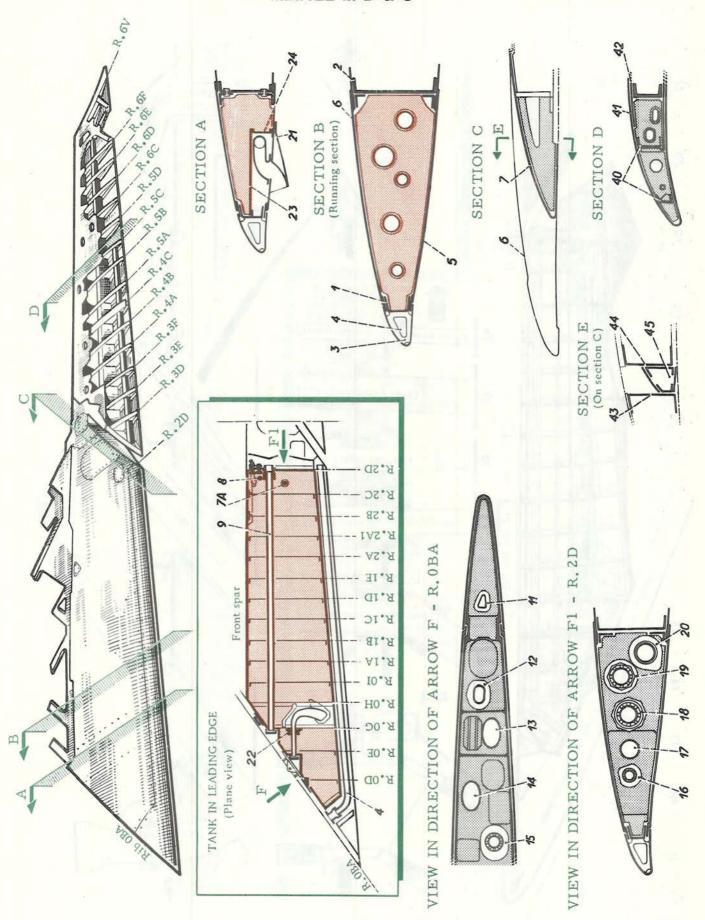


Figure 4-13 Wing - Leading Edge - Post-Mod 406

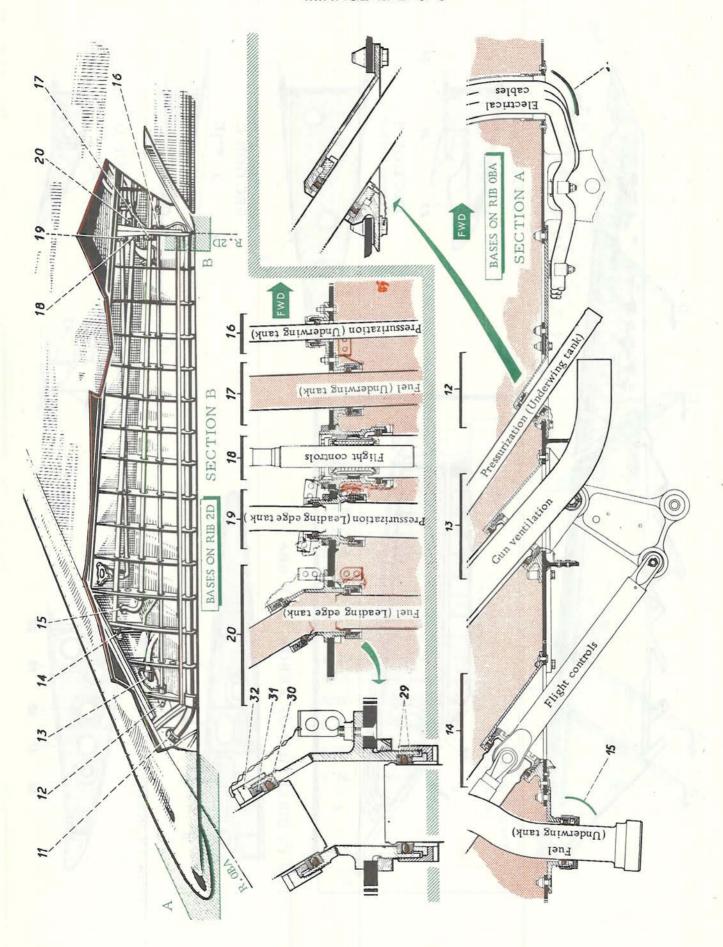


Figure 4-14 Wing - Leading Edge Tank

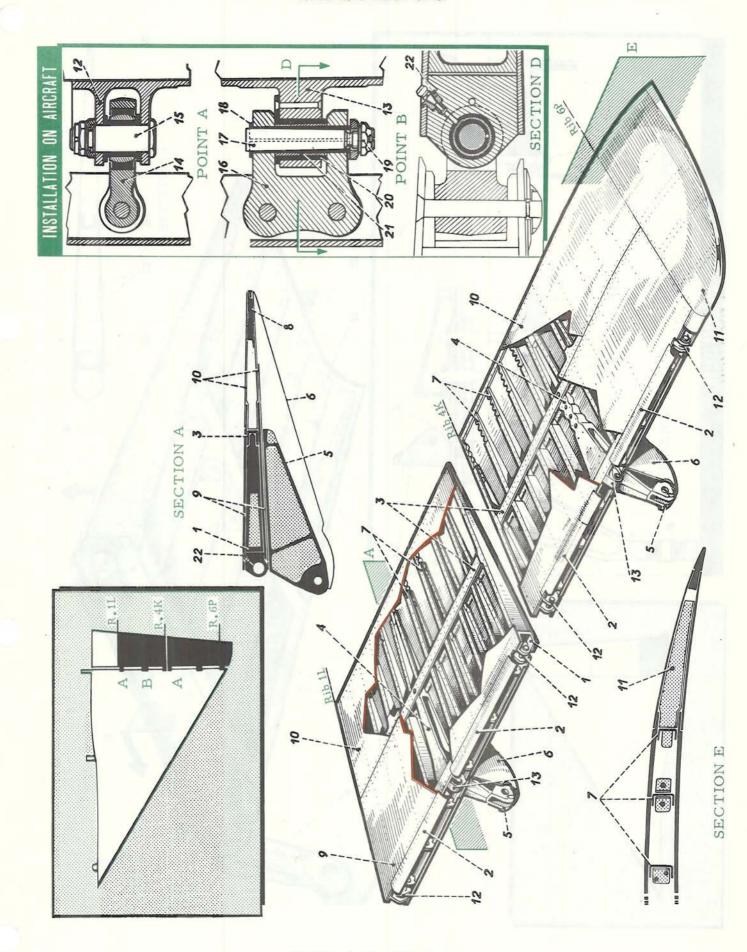


Figure 4-15 Elevons

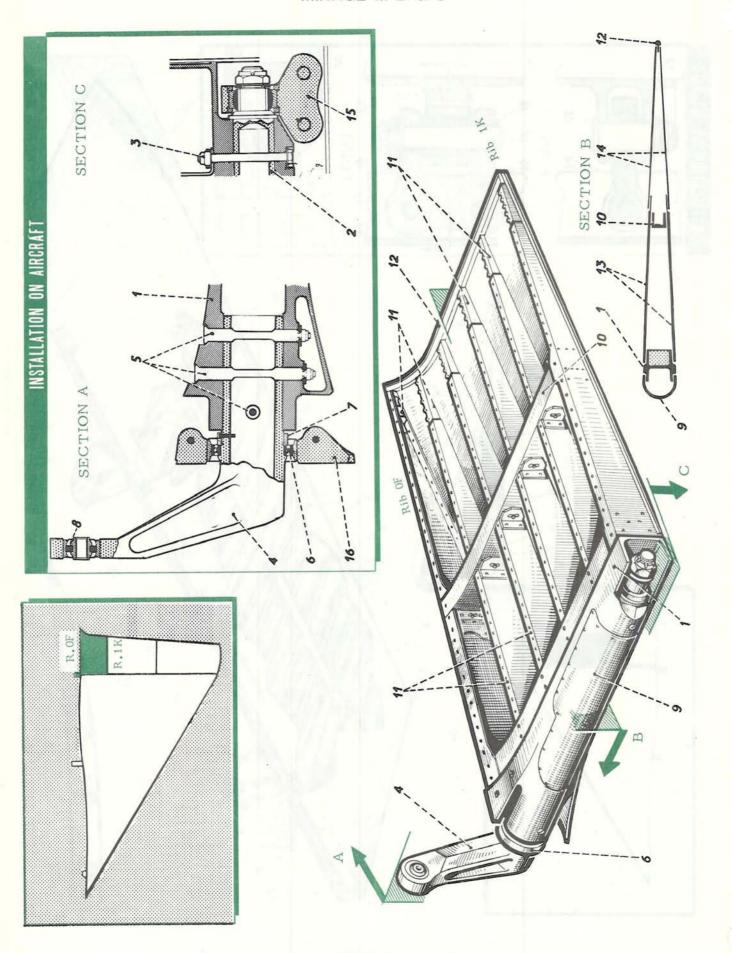


Figure 4-16 Inboard Control Surface

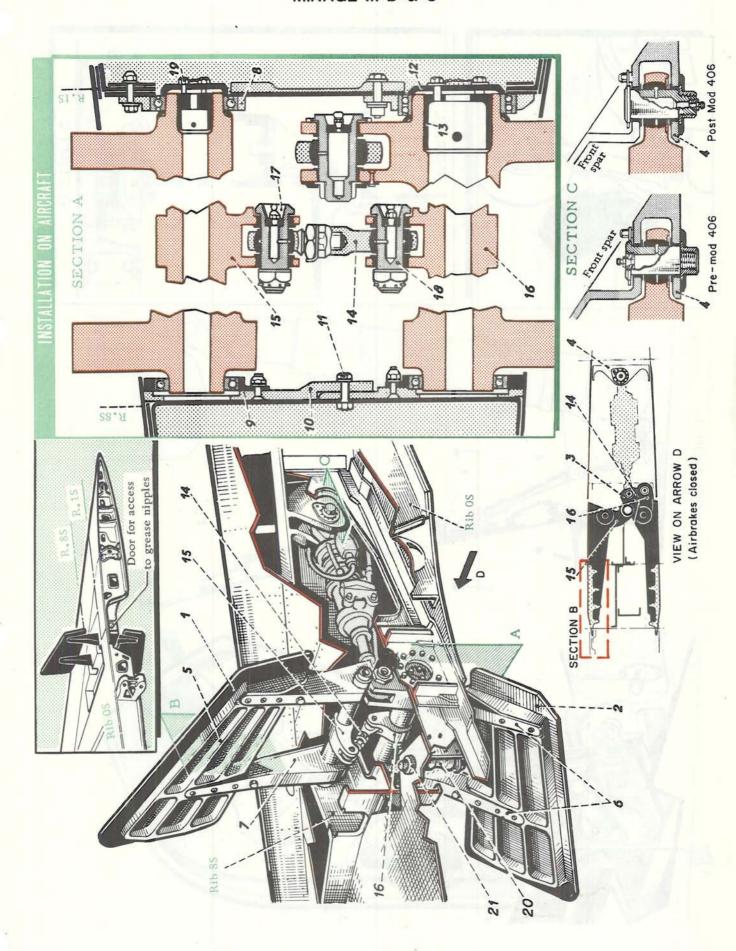


Figure 4-17 Airbrakes

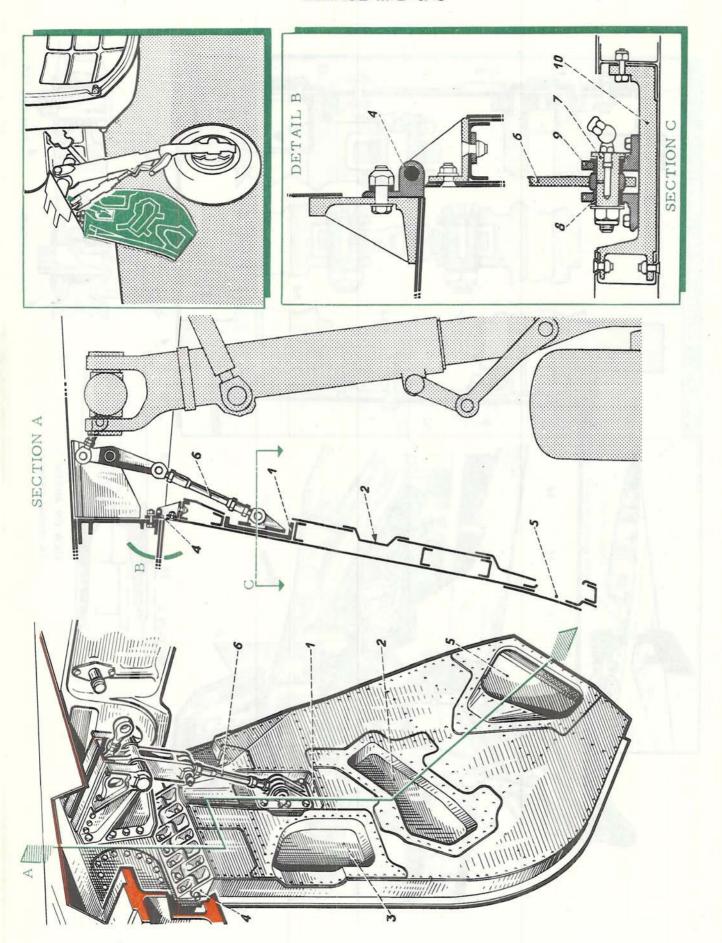


Figure 4-18 Main Undercarriage Fairing Door

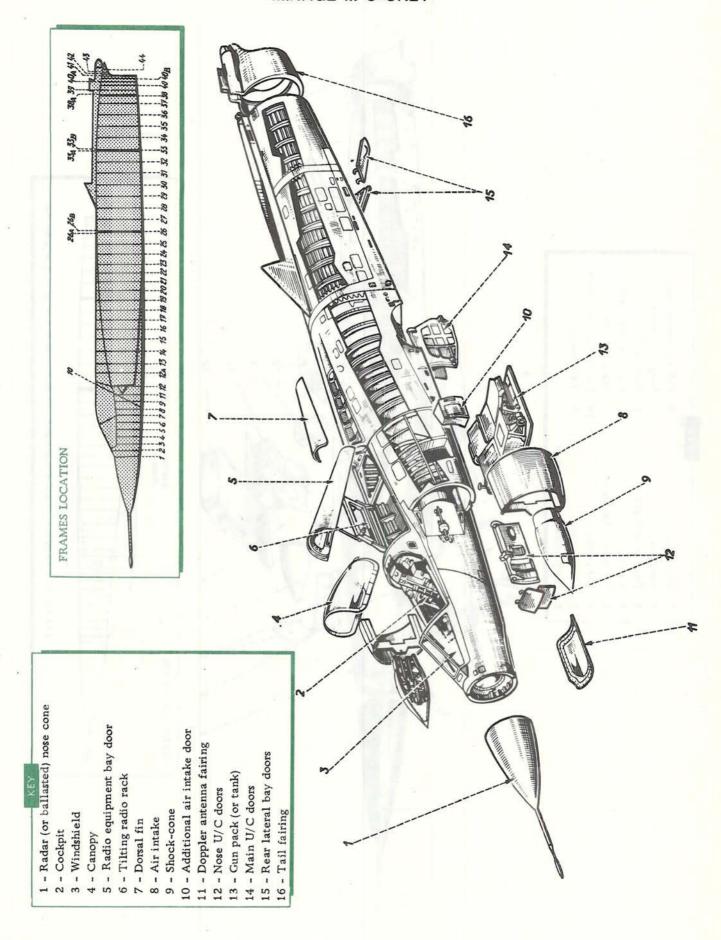


Figure 4-19 Fuselage Structure - III 0

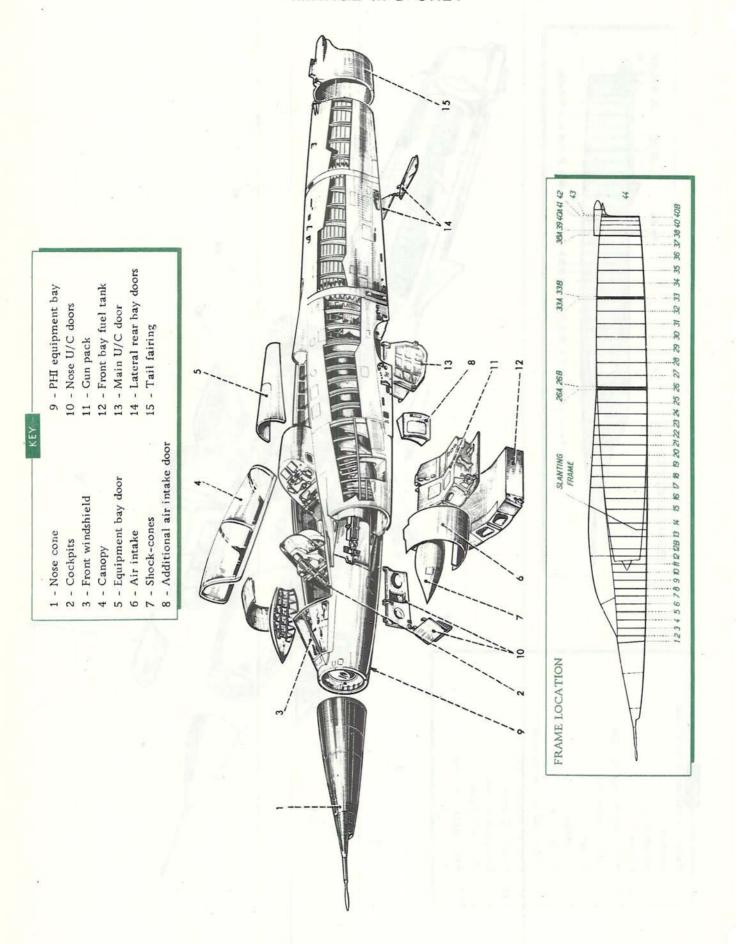


Figure 4-20 Fuselage Structure - III D

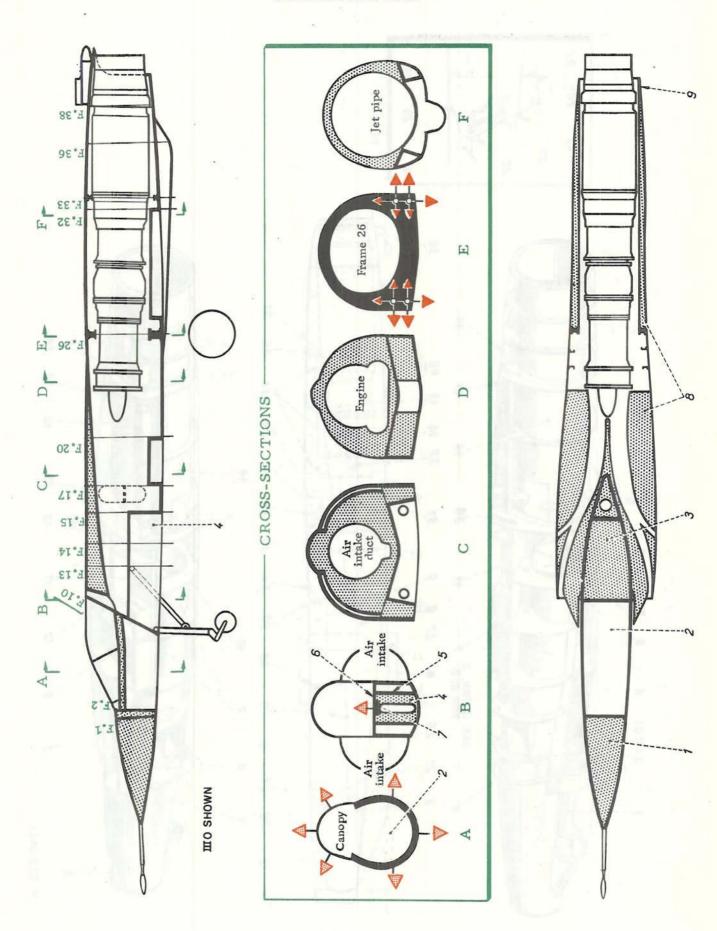


Figure 4-21 Fuselage - Stressed Components

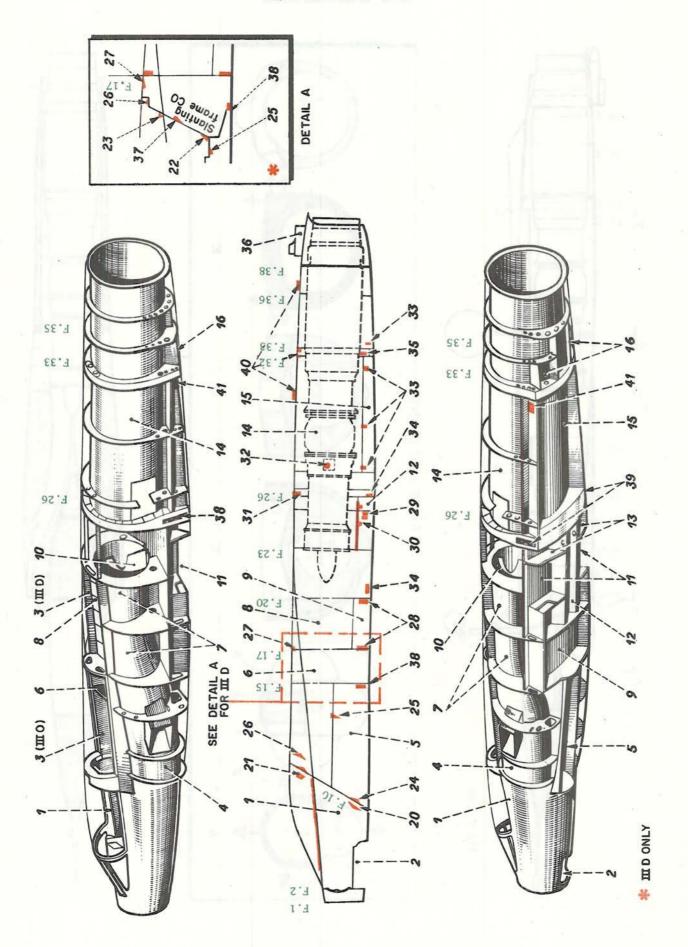


Figure 4-22 Fuselage Partitioning

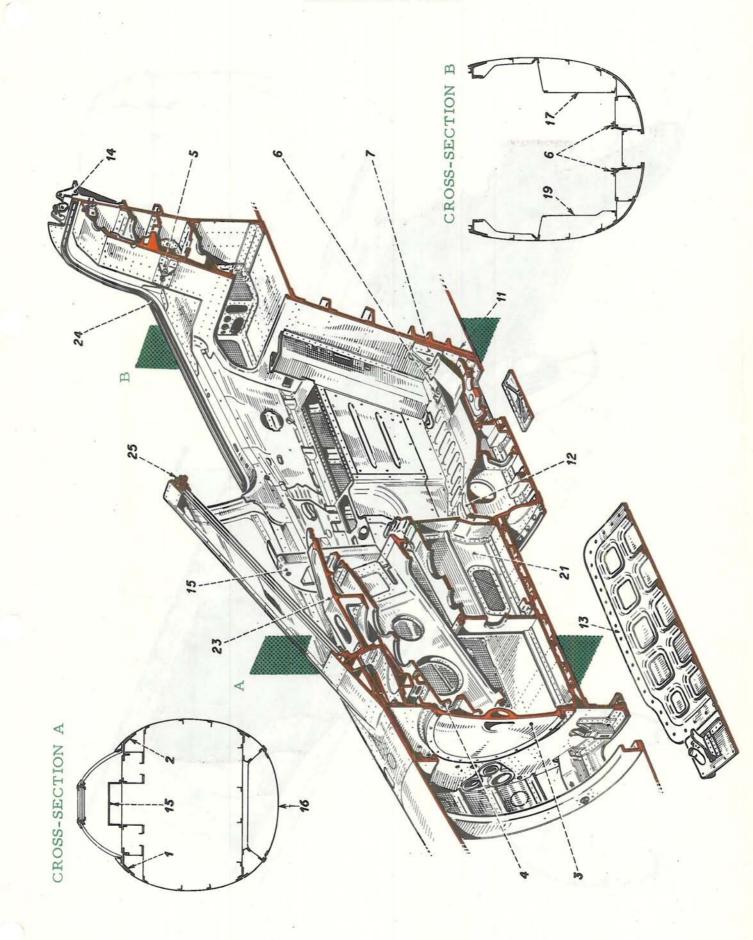


Figure 4-23 Cockpit-III 0

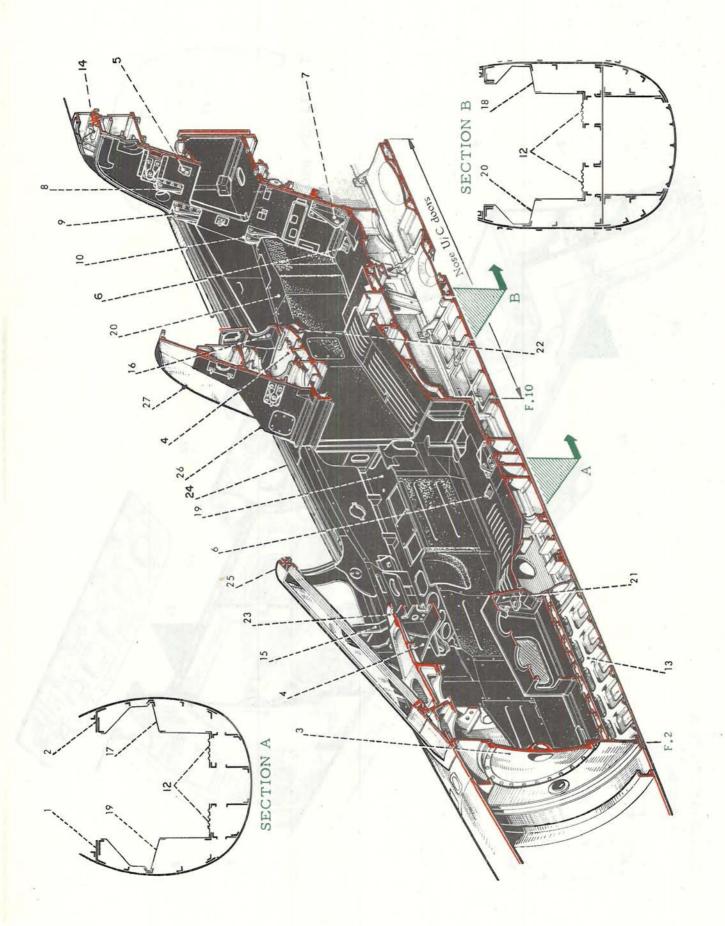


Figure 4-24 Cockpits-III D

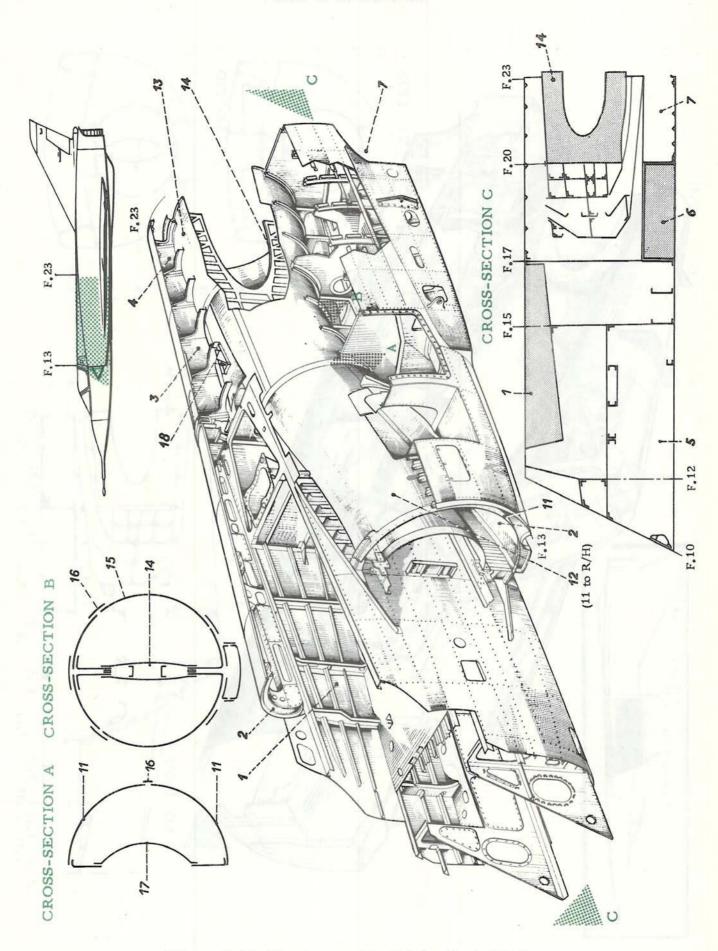


Figure 4-25 Fuselage - Air Intake Duct-III 0

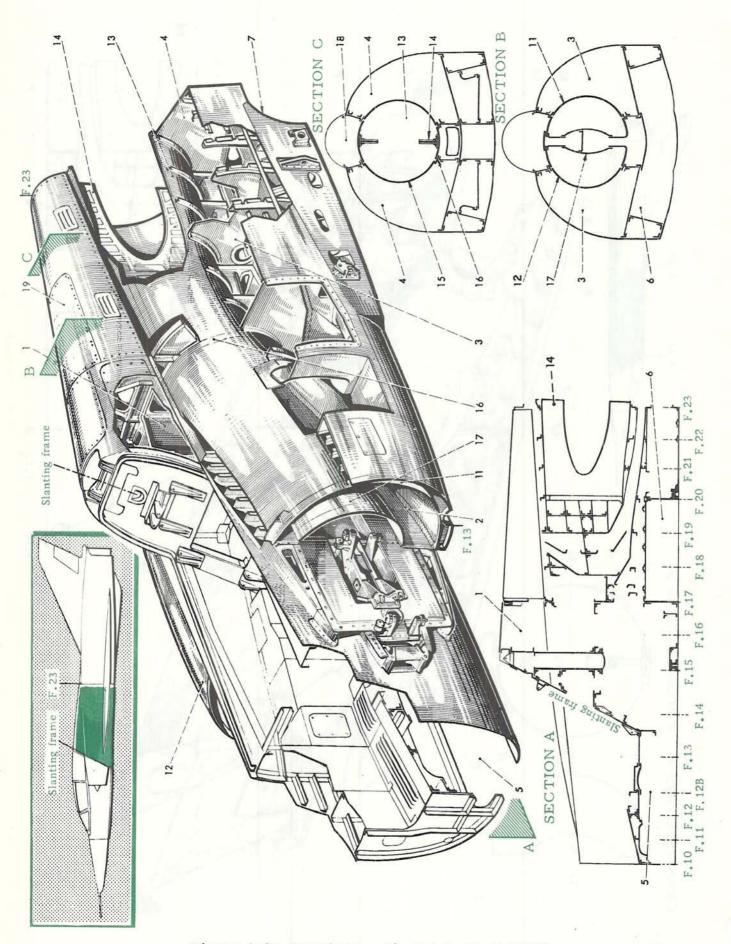


Figure 4-26 Fuselage - Air Intake Duct-III D

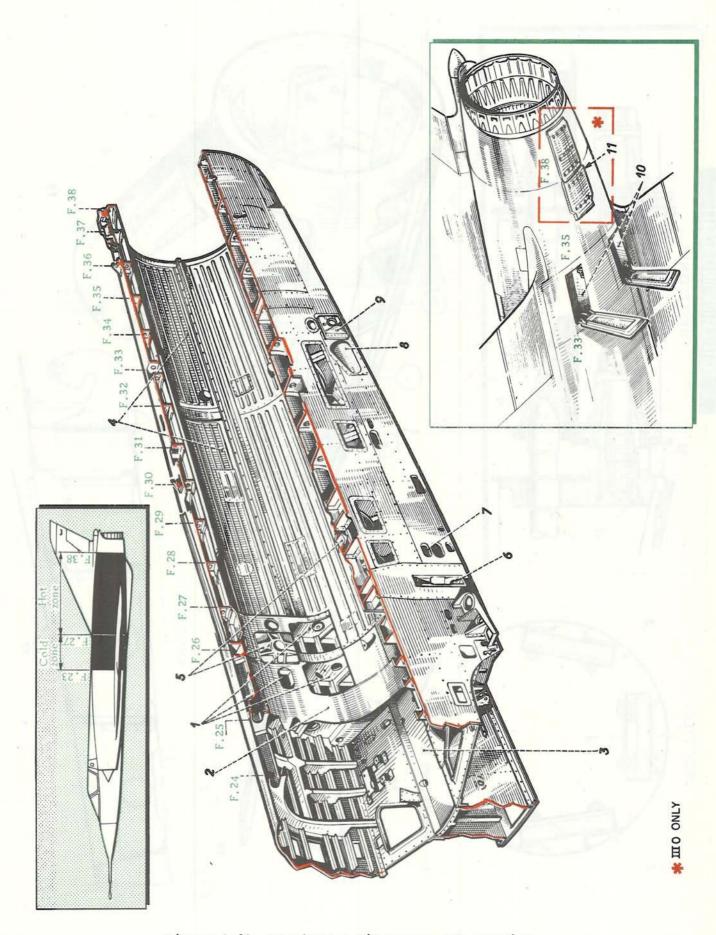


Figure 4-27 Fuselage - Air Ducts, Aft Section

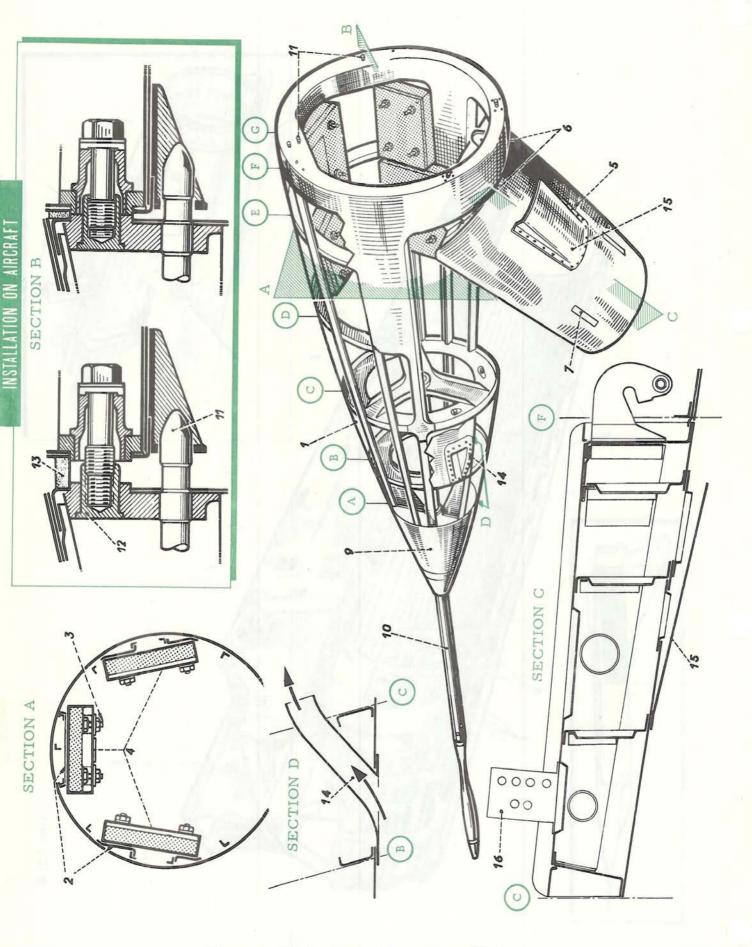


Figure 4-28 Ballasted Nose Cone-III 0

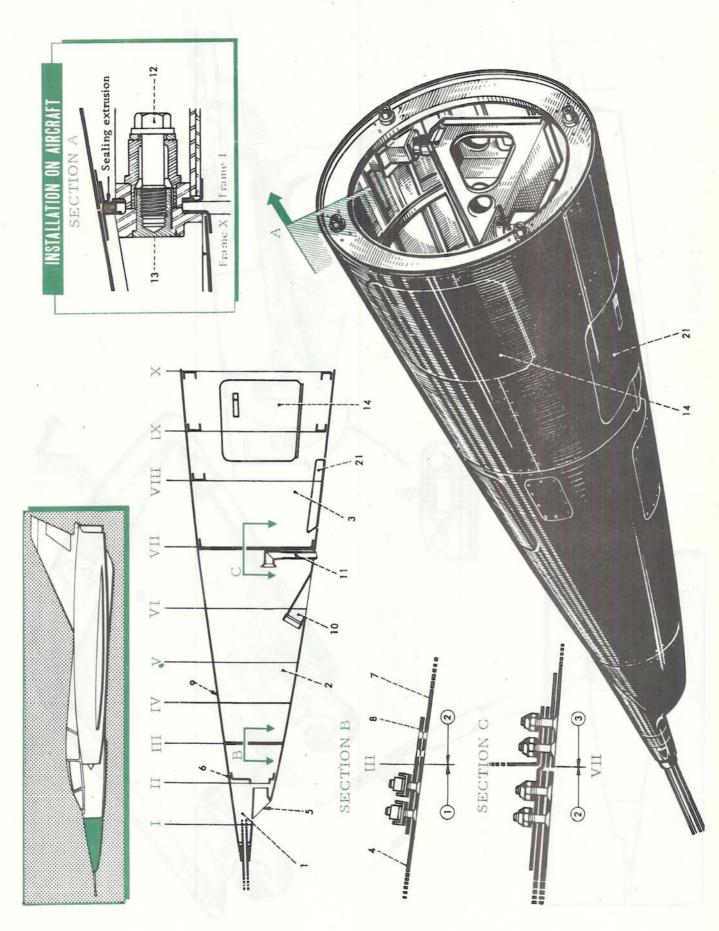


Figure 4-29 Nose Cone-III D

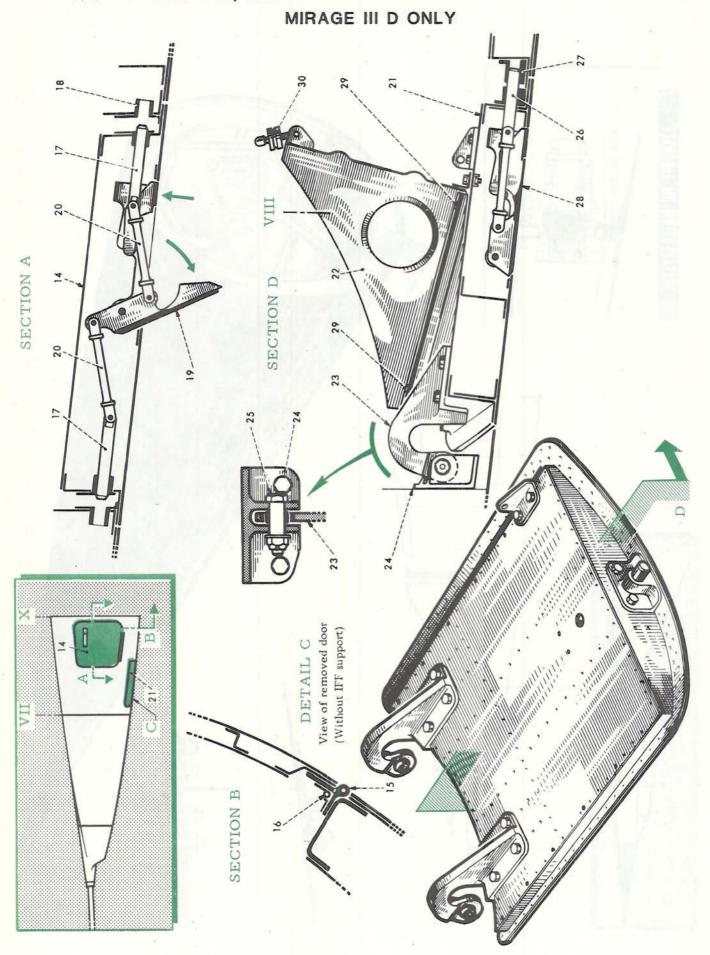
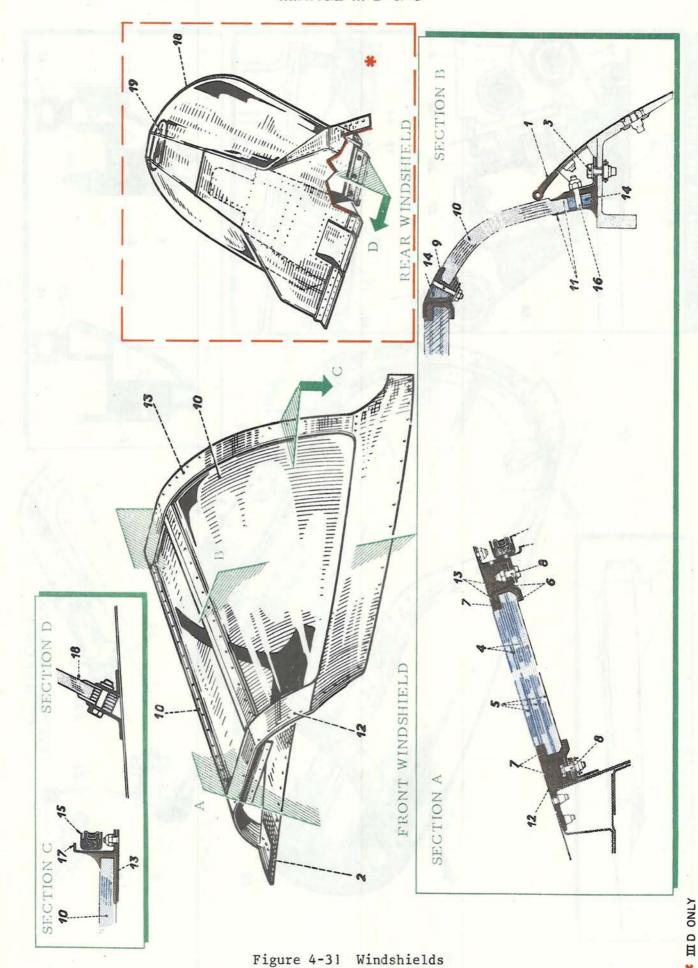


Figure 4-30 Nose Cone - Details-III D



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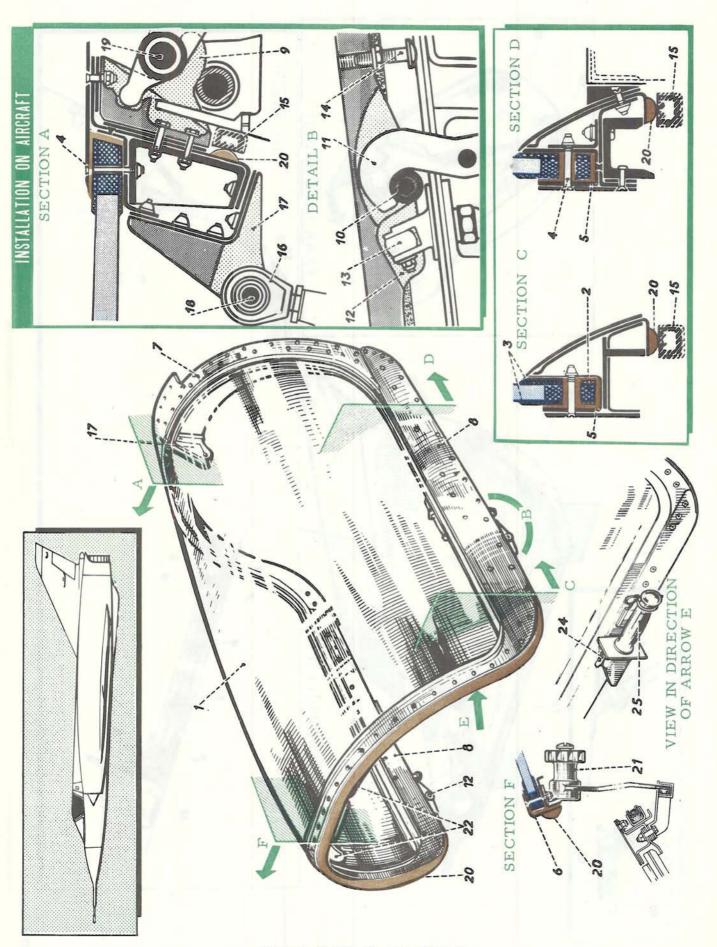


Figure 4-32 Canopy-III 0

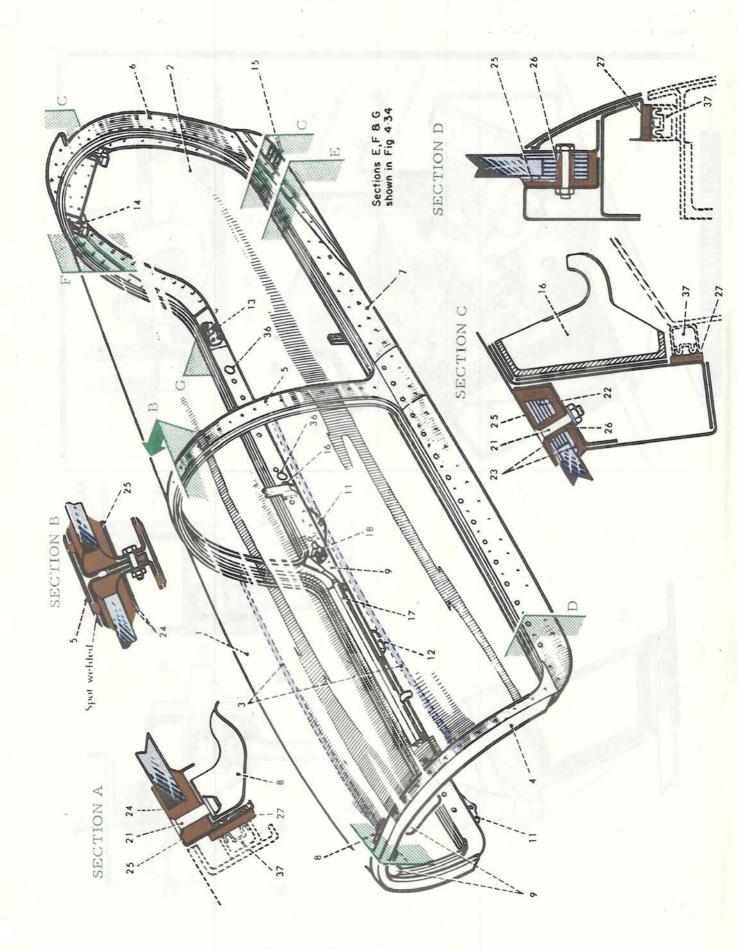


Figure 4-33 Canopy-III D

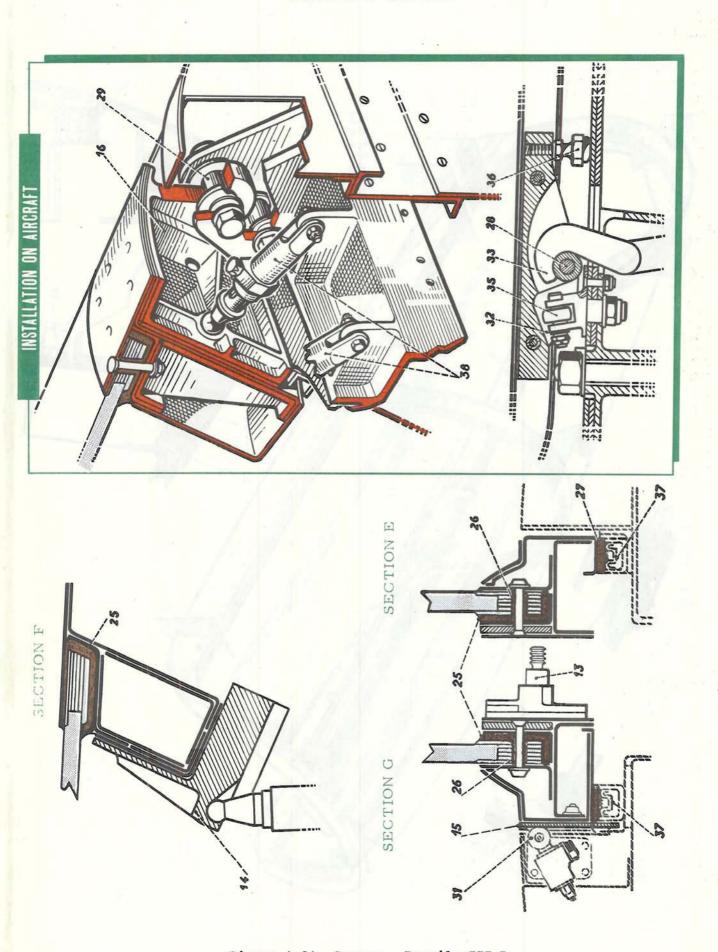


Figure 4-34 Canopy - Details-III D

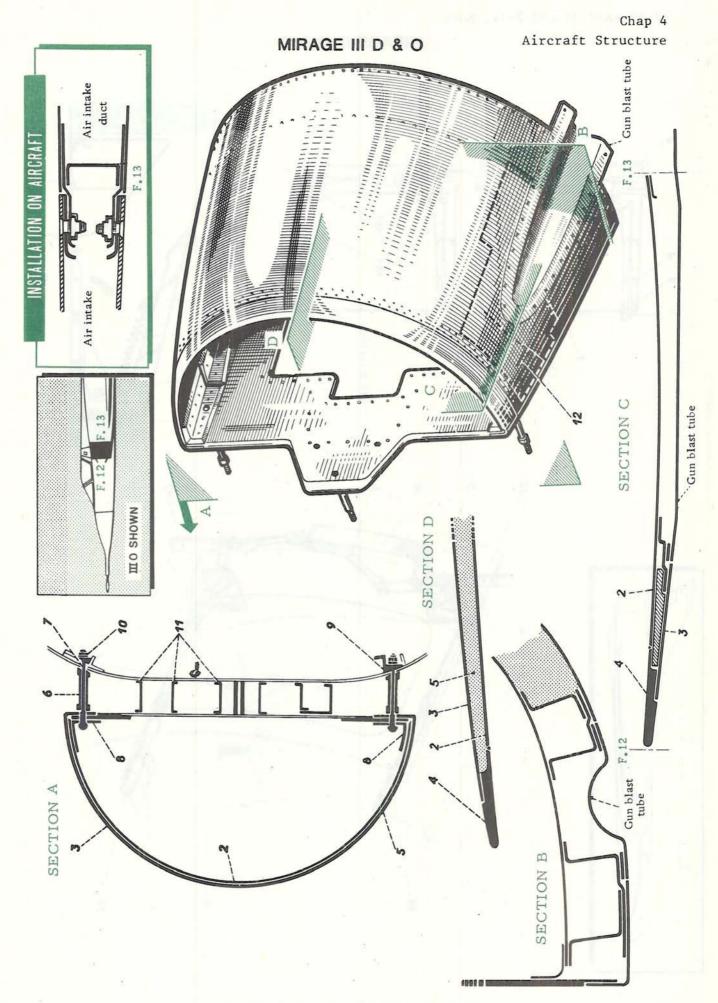


Figure 4-35 Air Intake

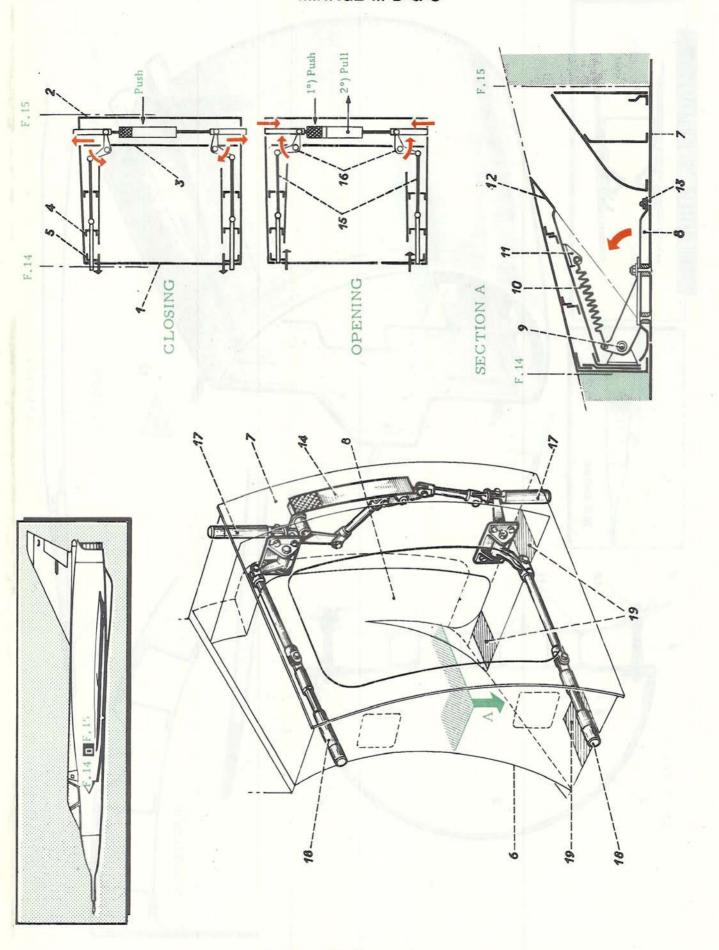


Figure 4-36 Additional Air Intake Door

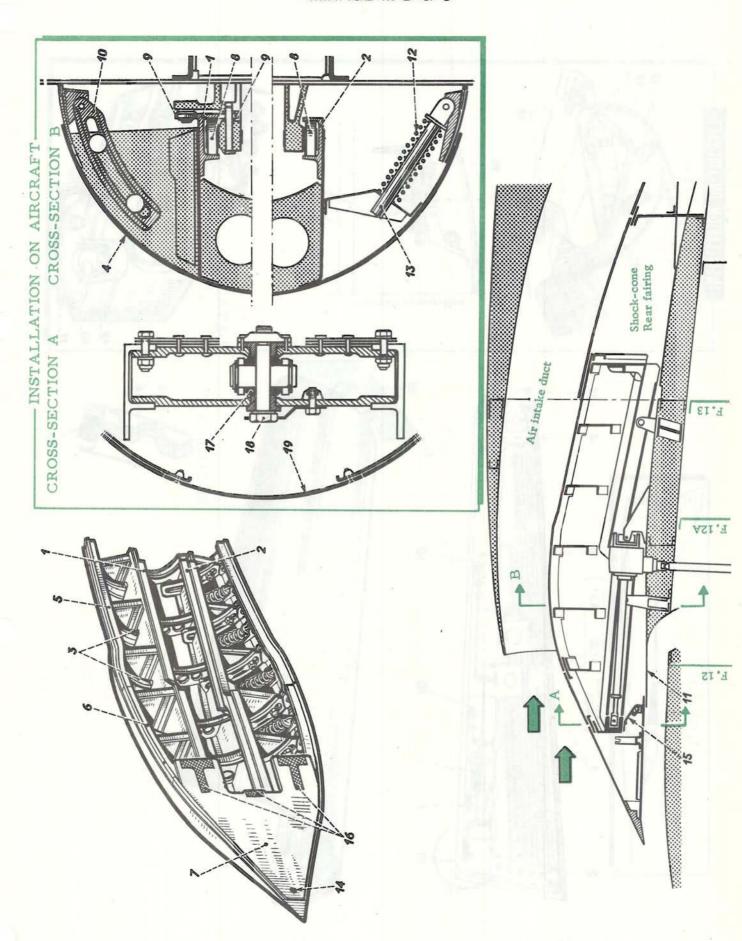


Figure 4-37 Shock Cone

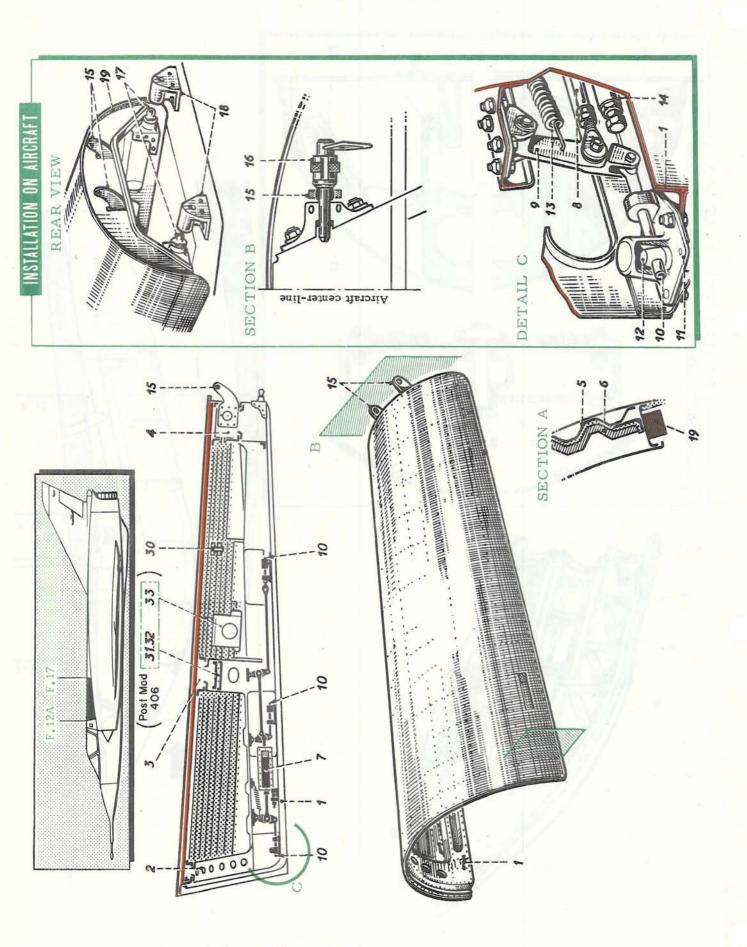


Figure 4-38 Radio Equipment Bay - Door Structure-III 0

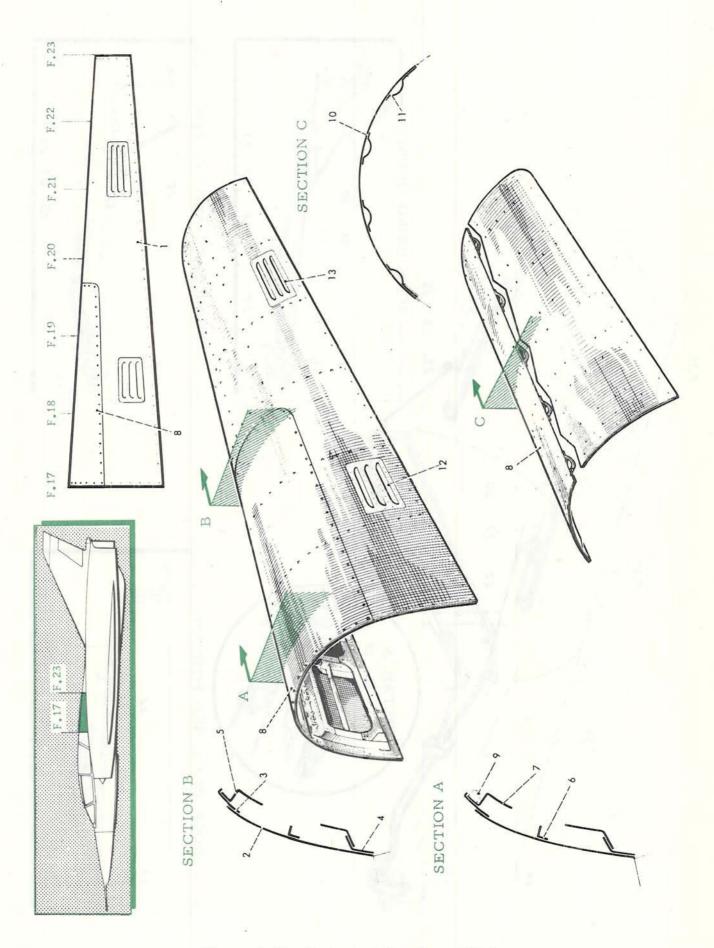


Figure 4-39 Equipment Bay Door-III D

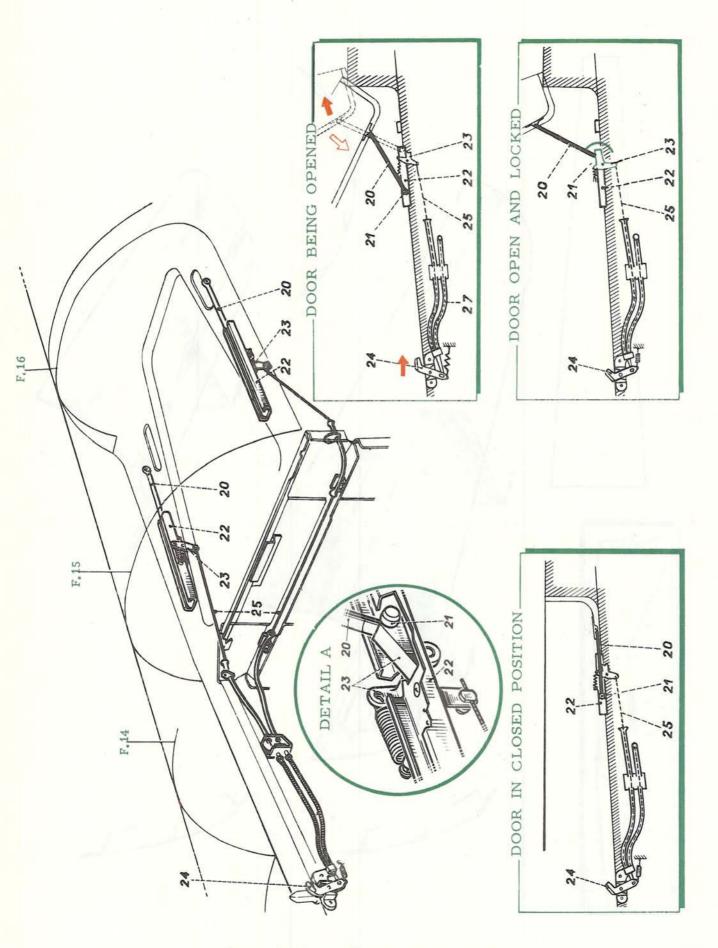


Figure 4-40 Equipment Bay Door-III 0

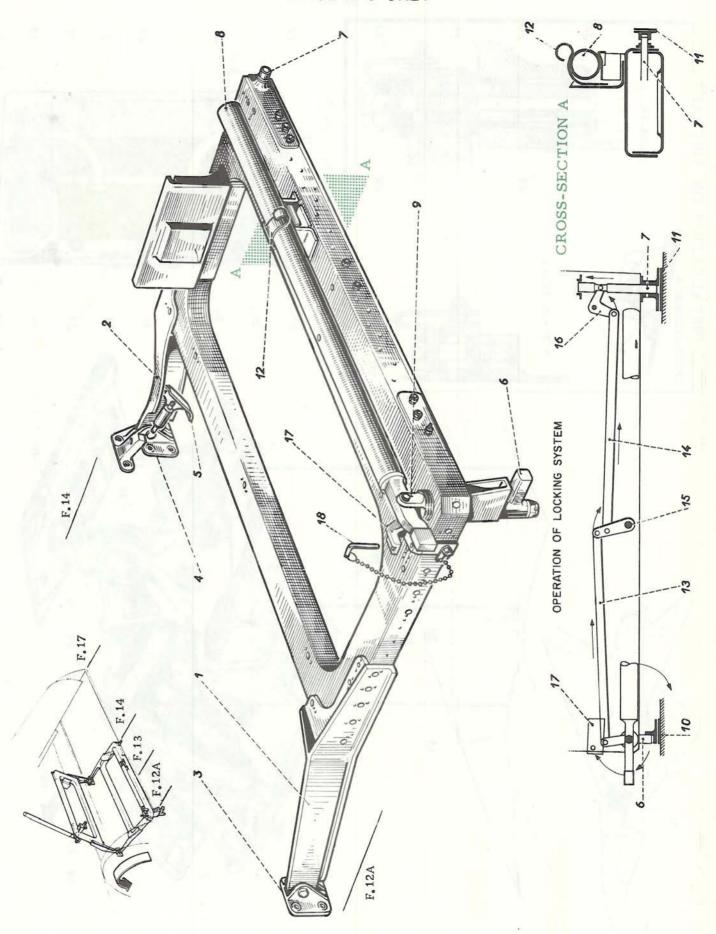
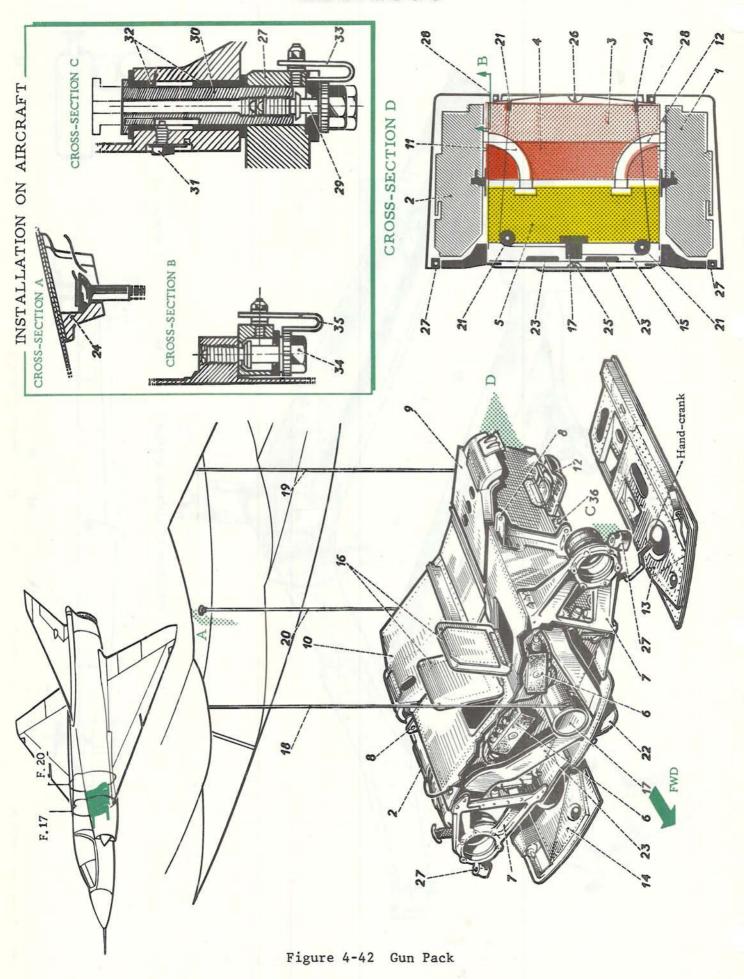


Figure 4-41 Tilting Radio Rack-III O



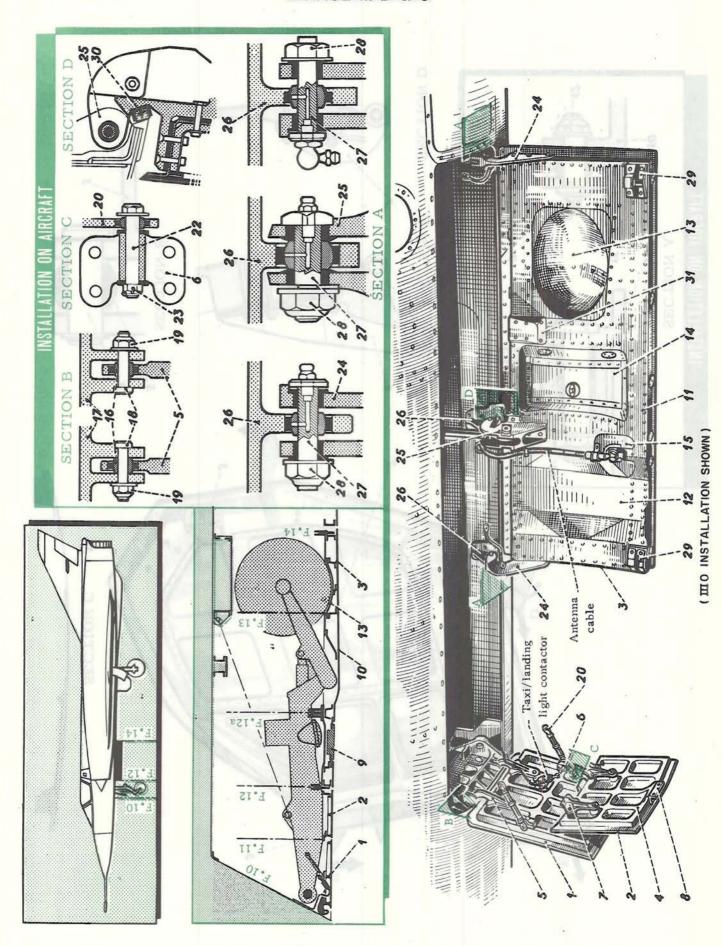


Figure 4-43 Nose Undercarriage Doors

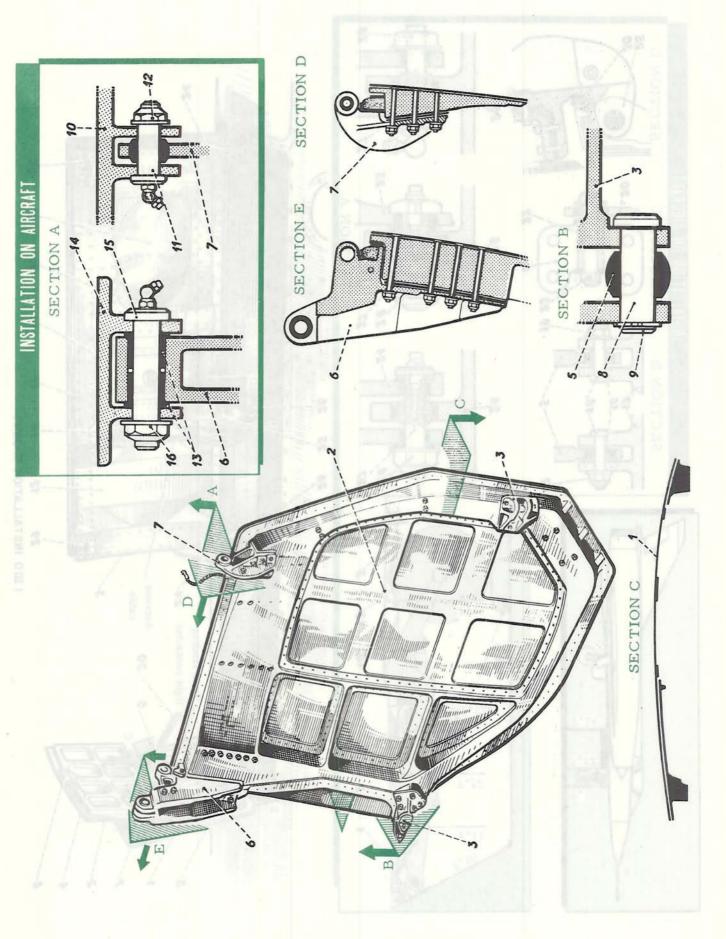


Figure 4-44 Main Undercarriage Doors

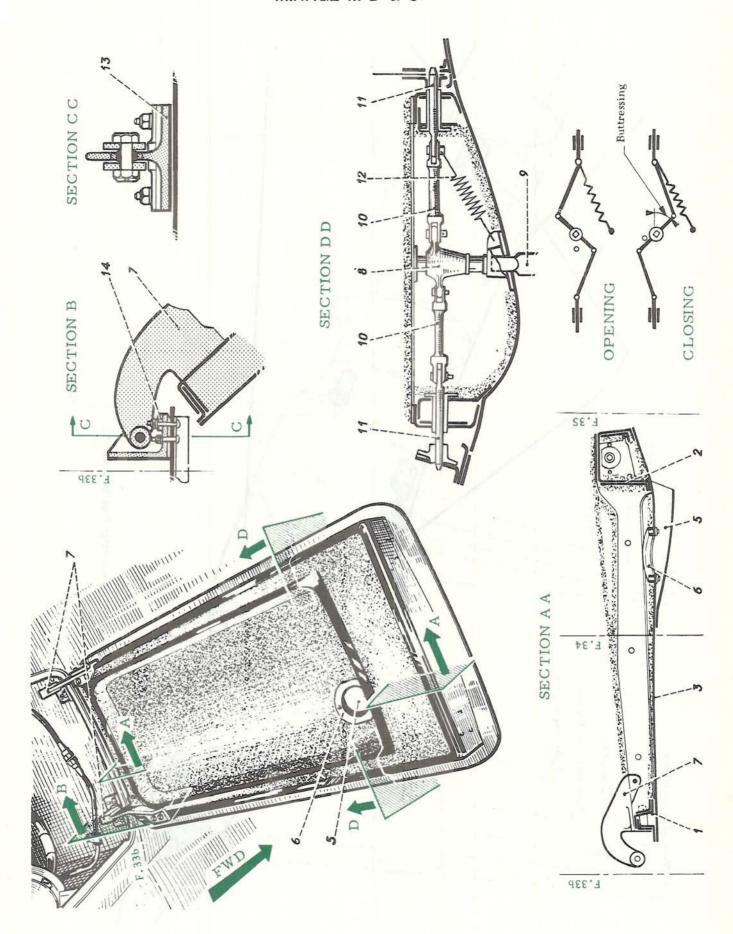


Figure 4-45 Rear Side Bay Door

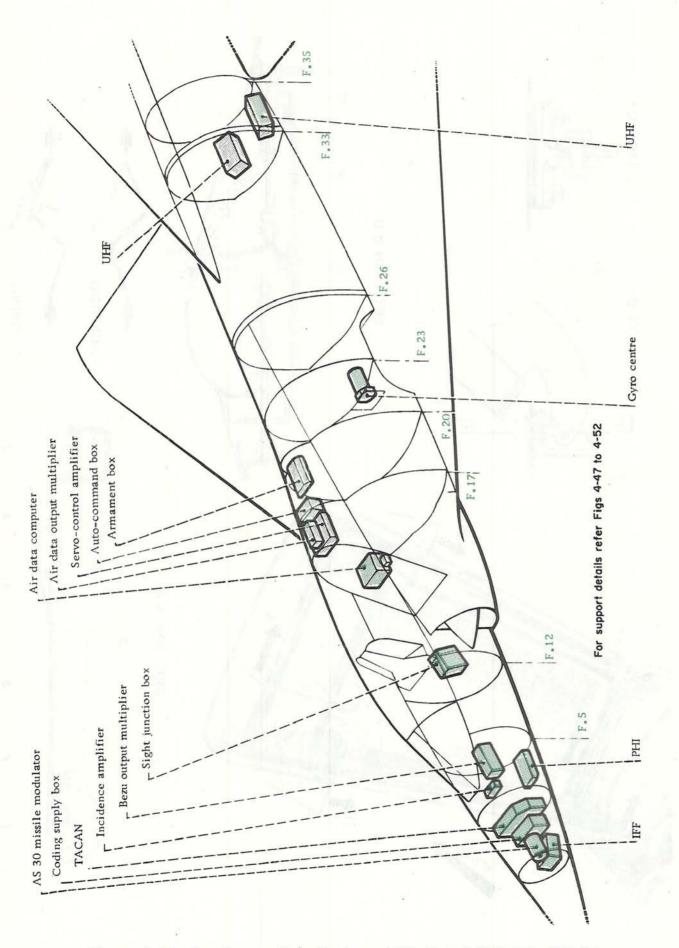


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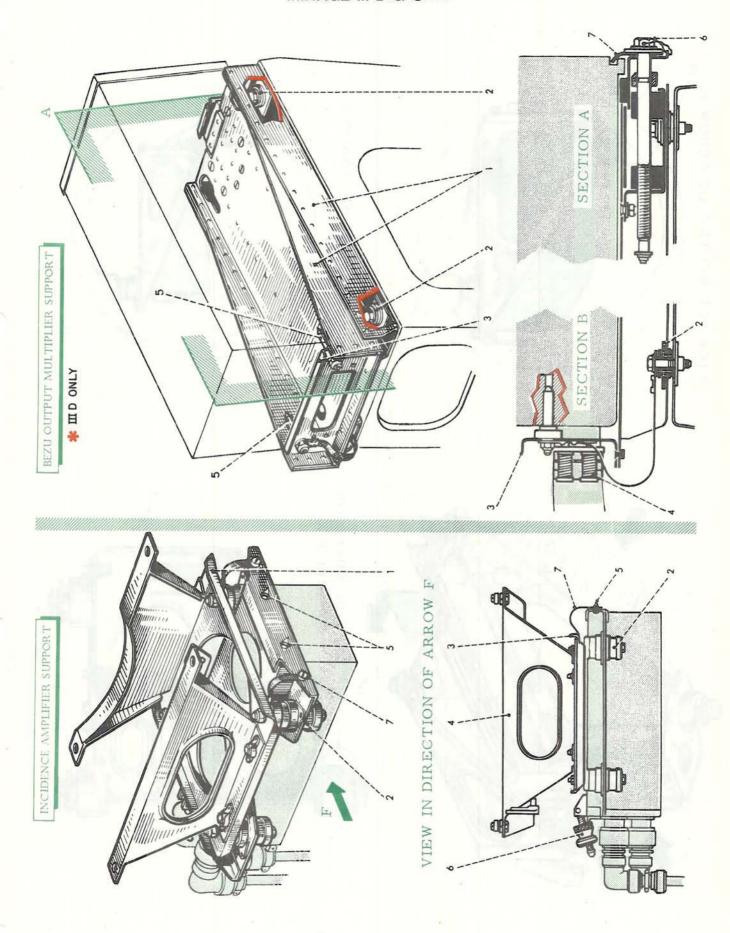


Figure 4-47 BEZU Output Amplifier (III D) and Incidence Amplifier Supports

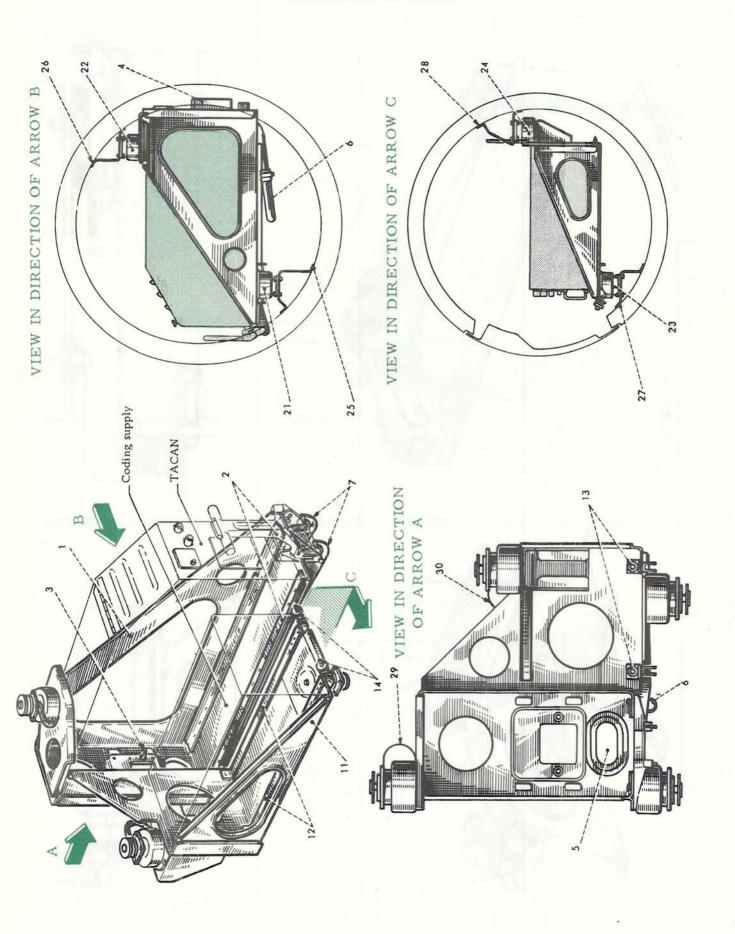


Figure 4-48 Tacan and Coding Supply Support-III D

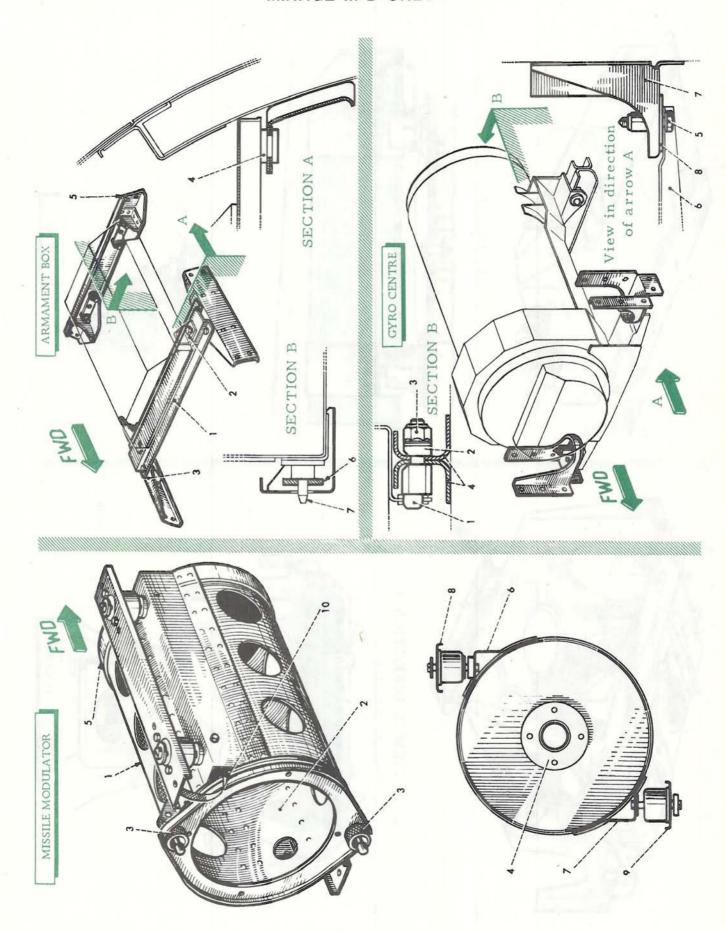
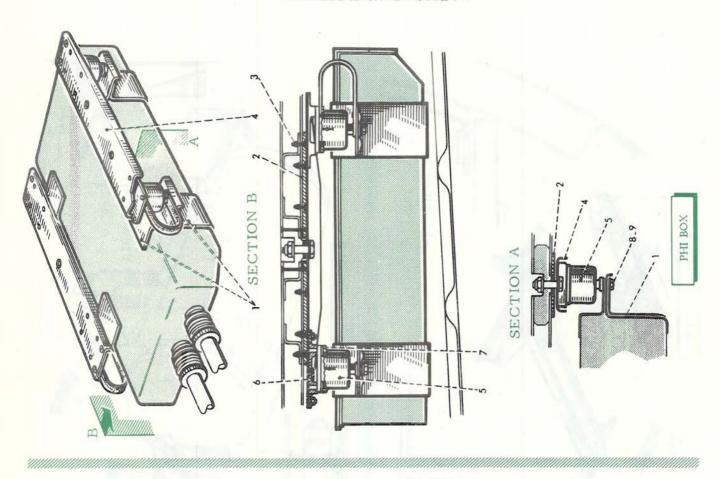


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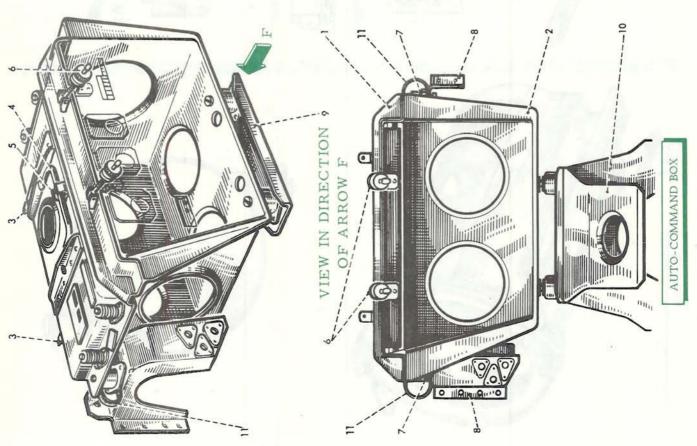


Figure 4-50 Auto-command Box and PHI Box Supports-III D

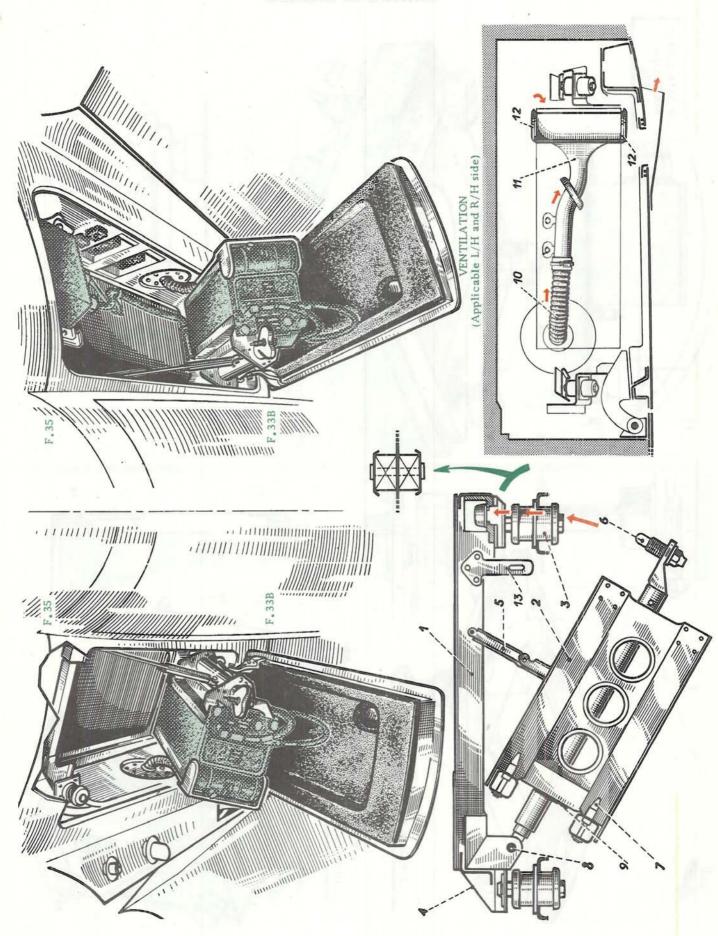


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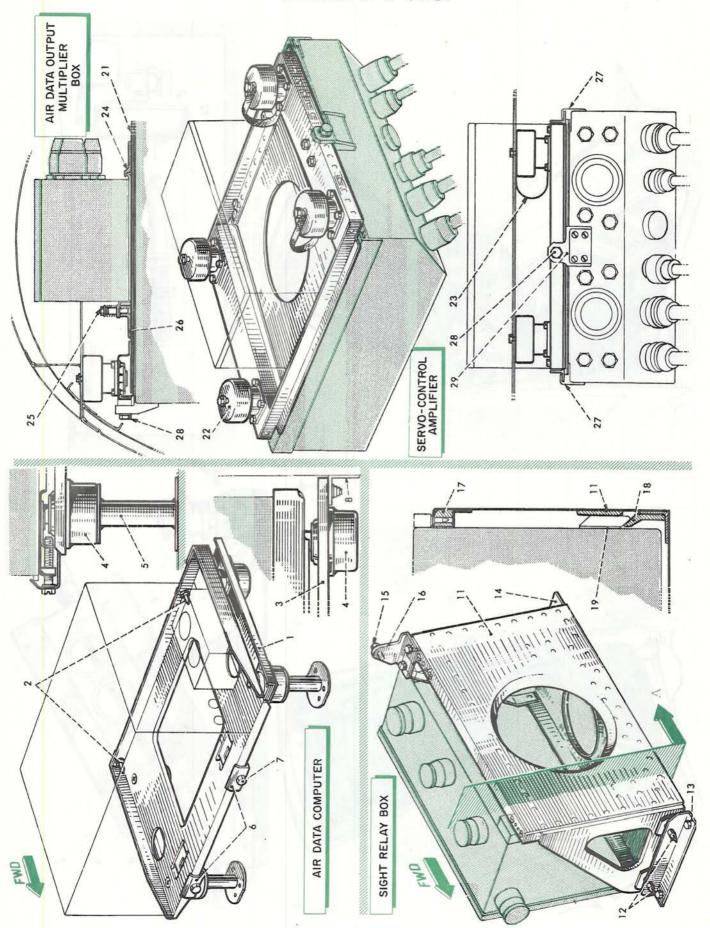


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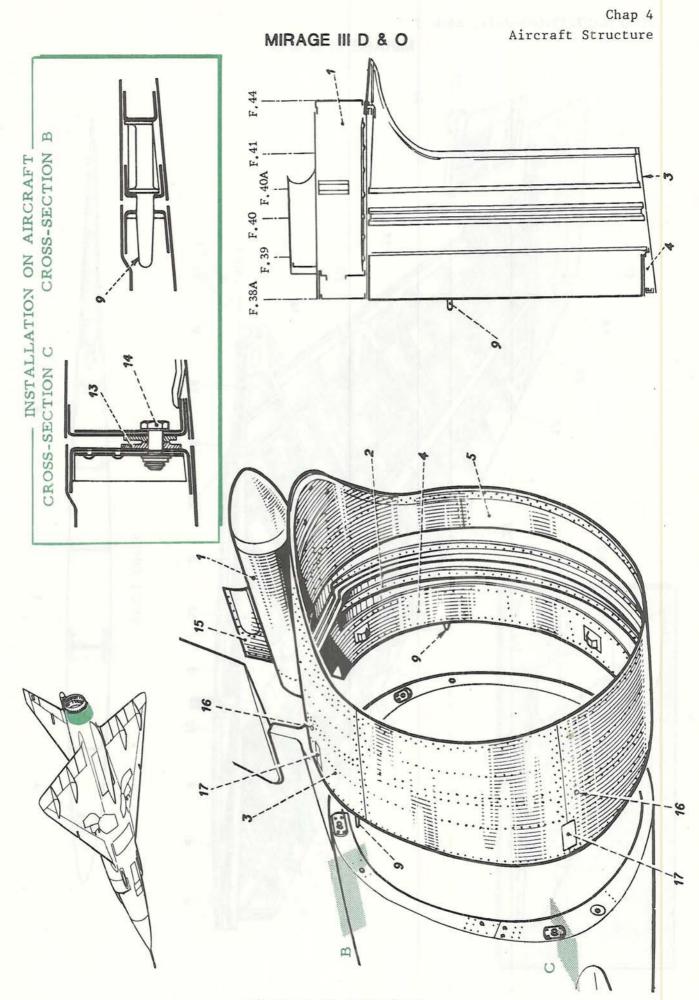


Figure 4-53 Tail Cone

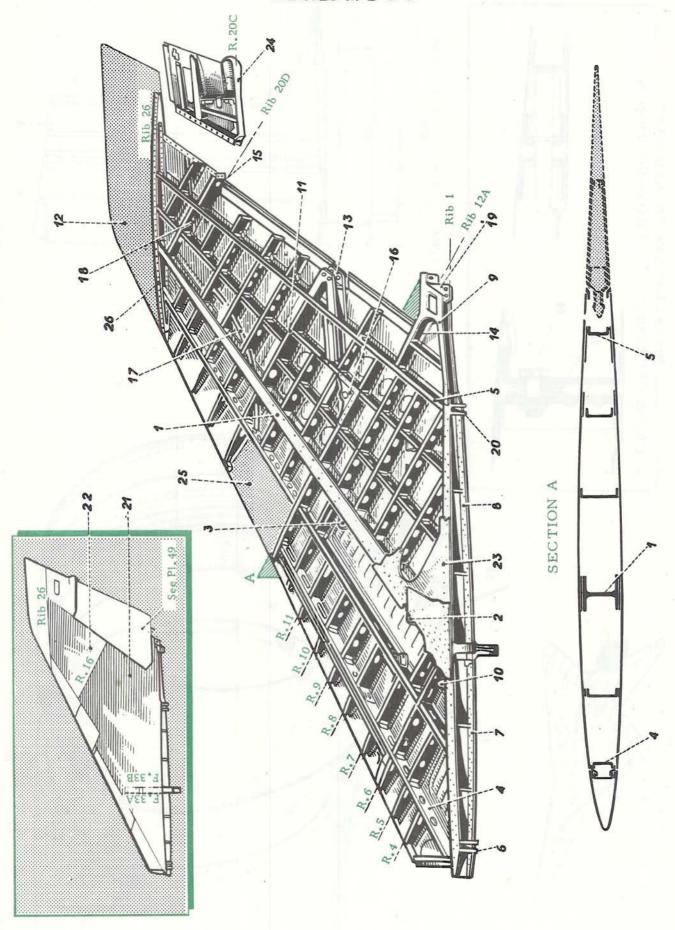


Figure 4-54 Vertical Stabilizer

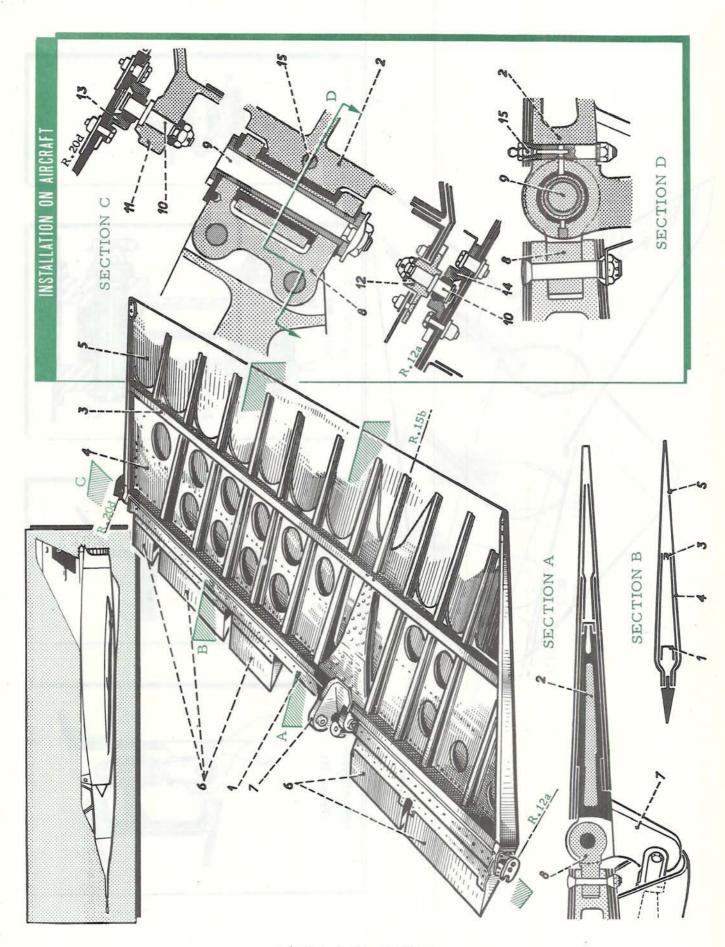


Figure 4-55 Rudder

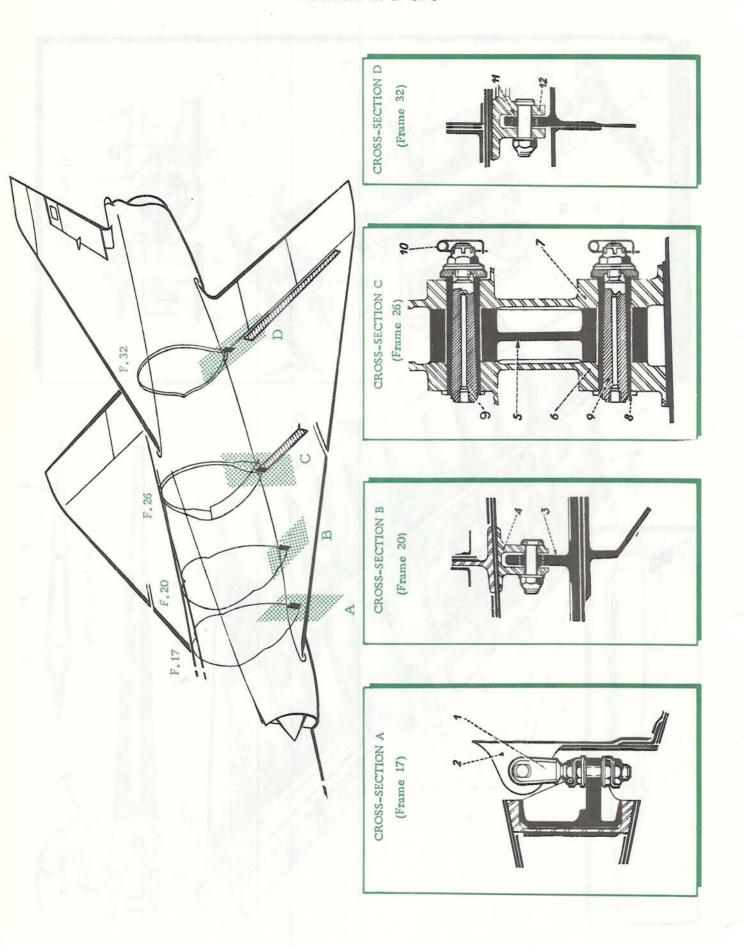


Figure 4-56 Wing to Fuselage Assembly

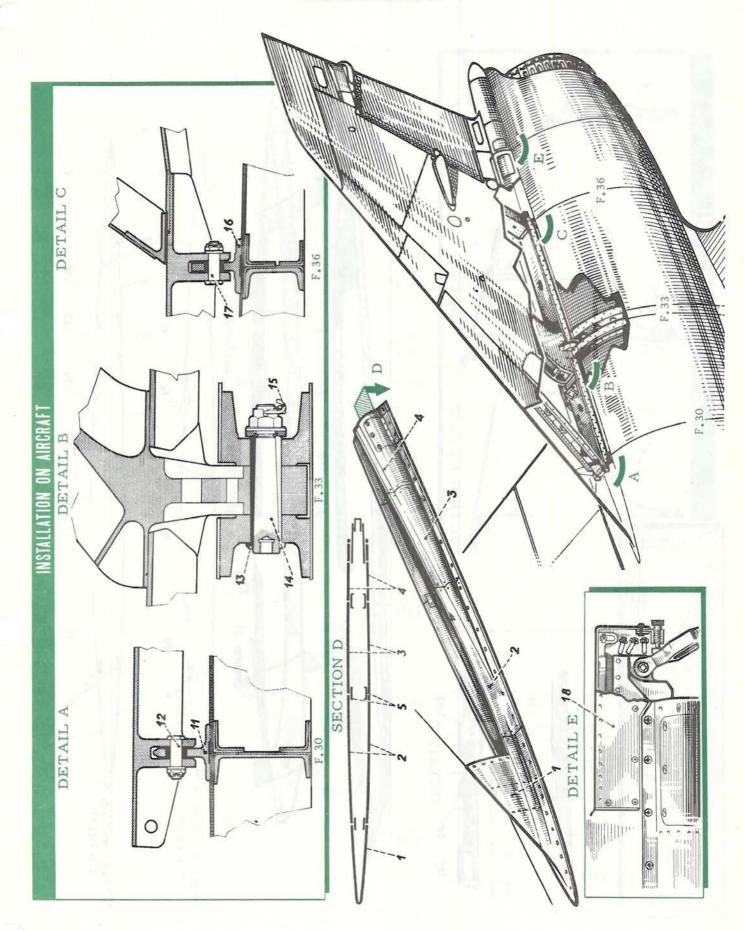


Figure 4-57 Fin to Fuselage Assembly

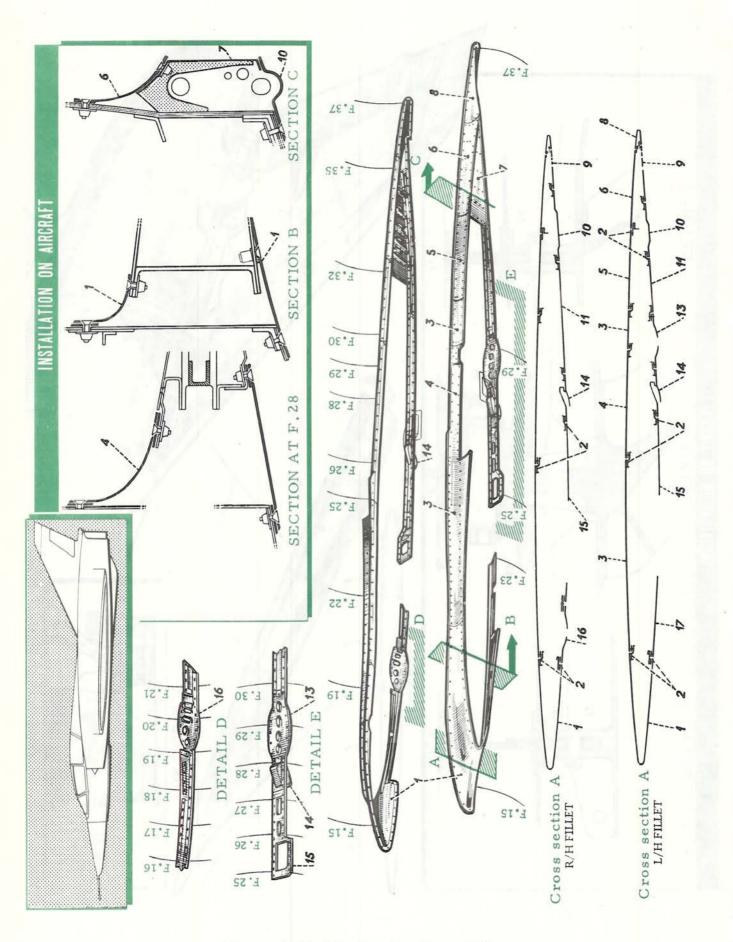


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# CHAPTER 5

# CONTROLS

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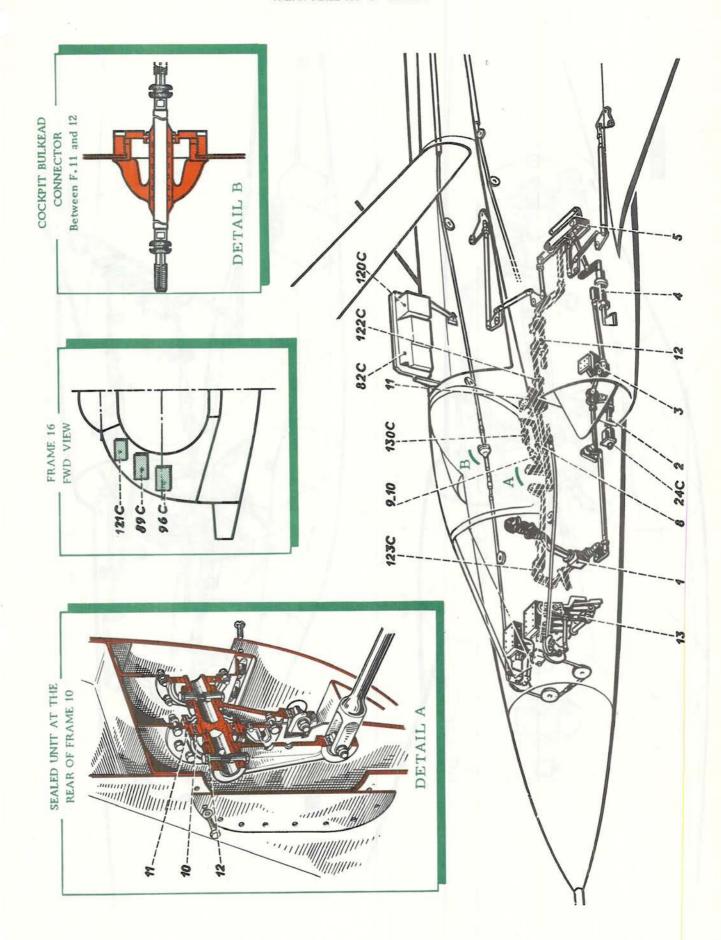


Figure 5-1 Cockpit Flight Controls - III 0

#### MIRAGE III D ONLY

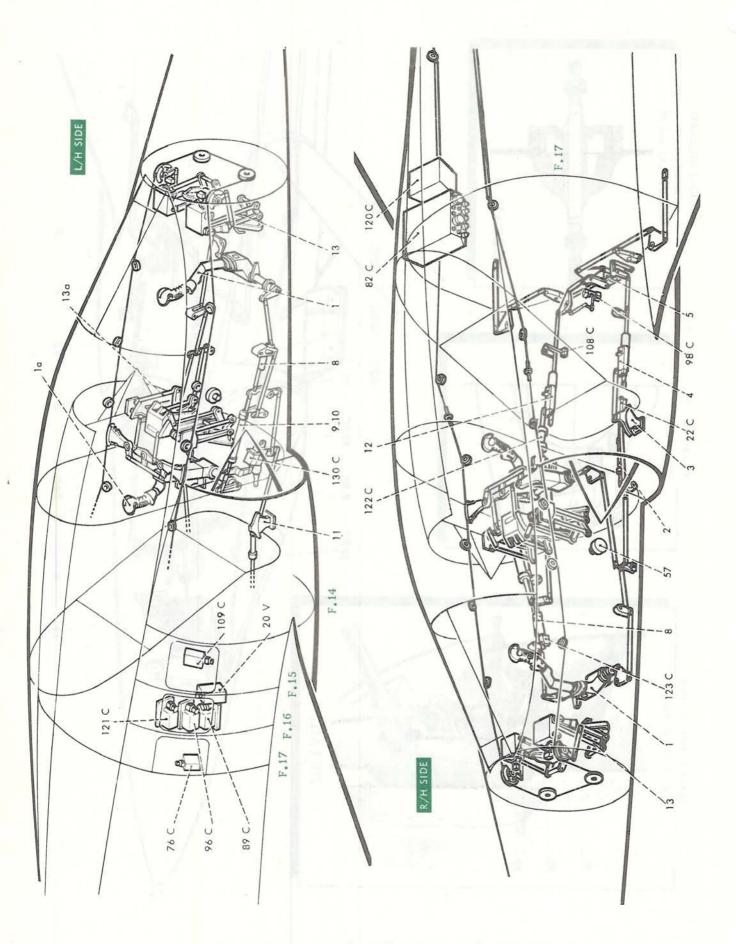


Figure 5-2 Cockpit Flight Controls - III D

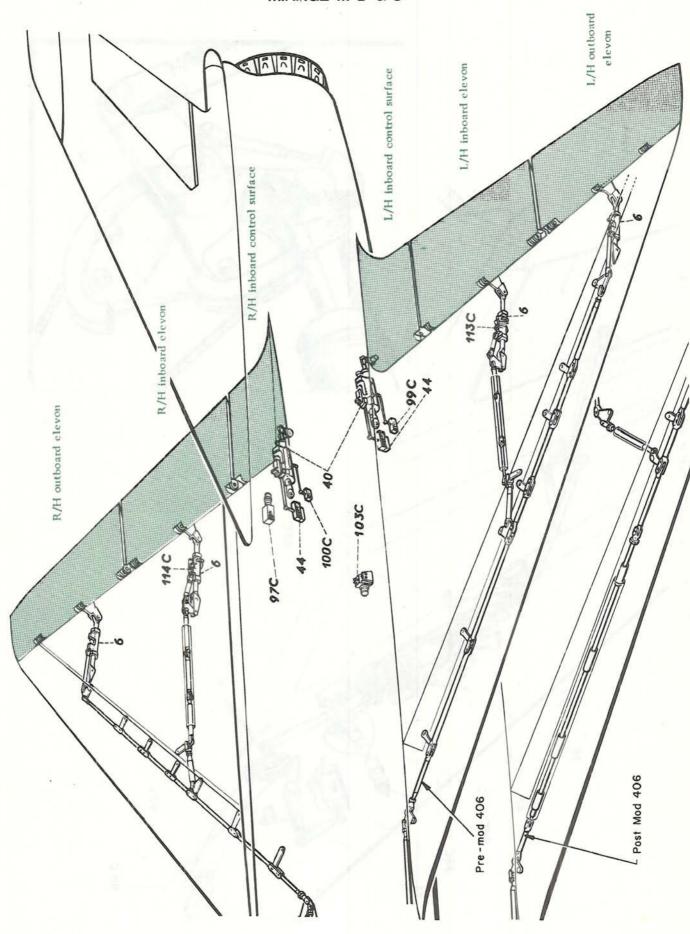


Figure 5-3 Flight Control Assemblies

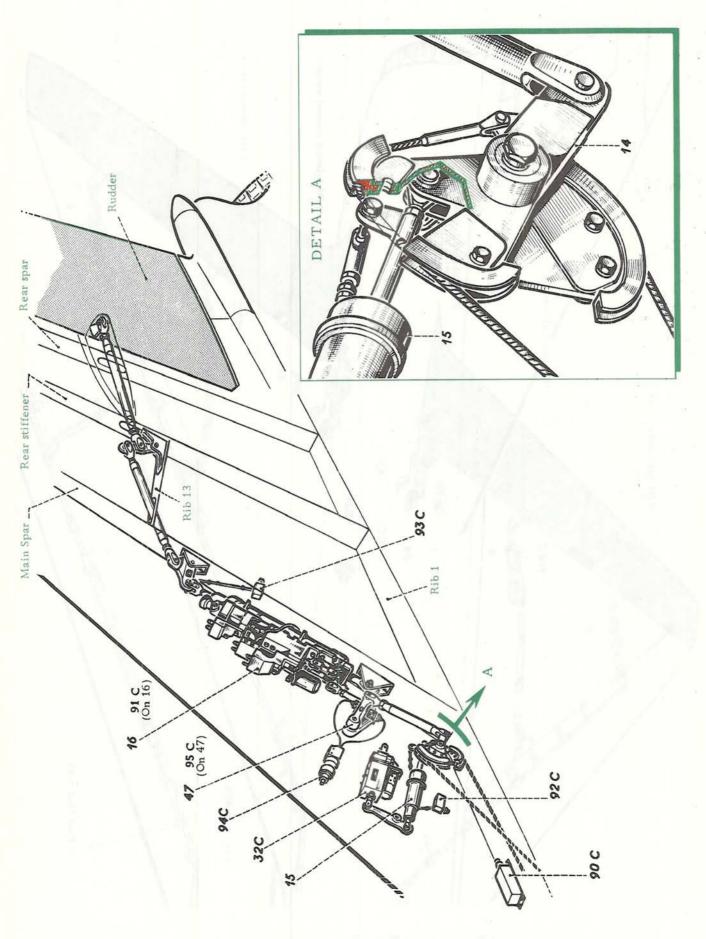


Figure 5-4 Fin Flight Controls

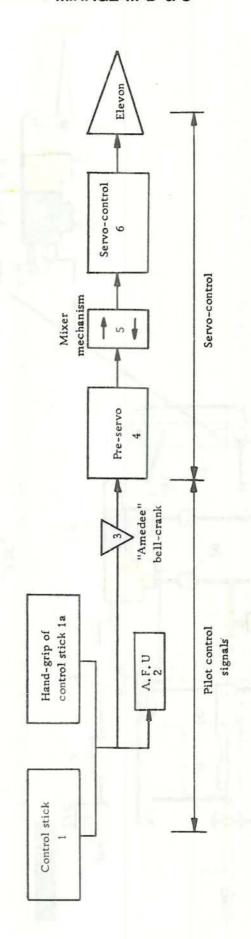


Figure 5-5 Roll Control System - Principle of Operation

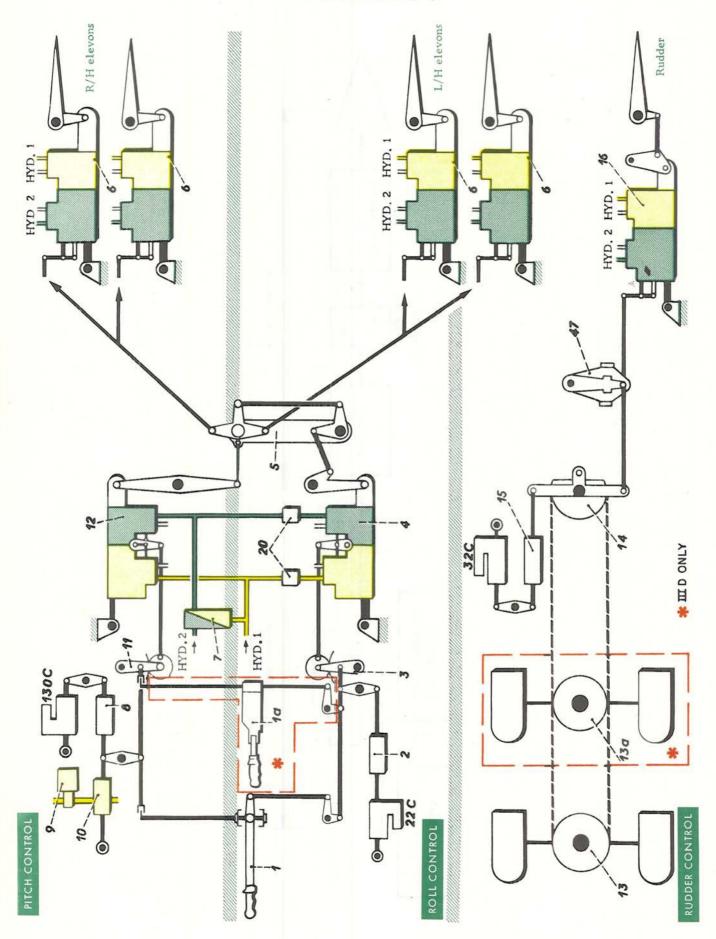


Figure 5-6 Linkage and Servo-controls - Principle of Operation

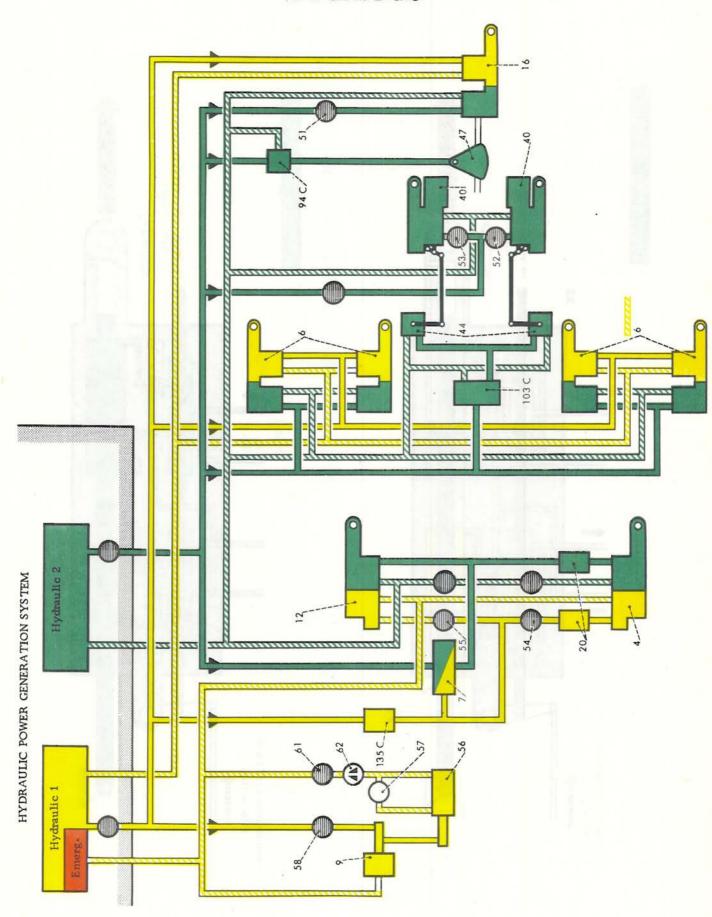


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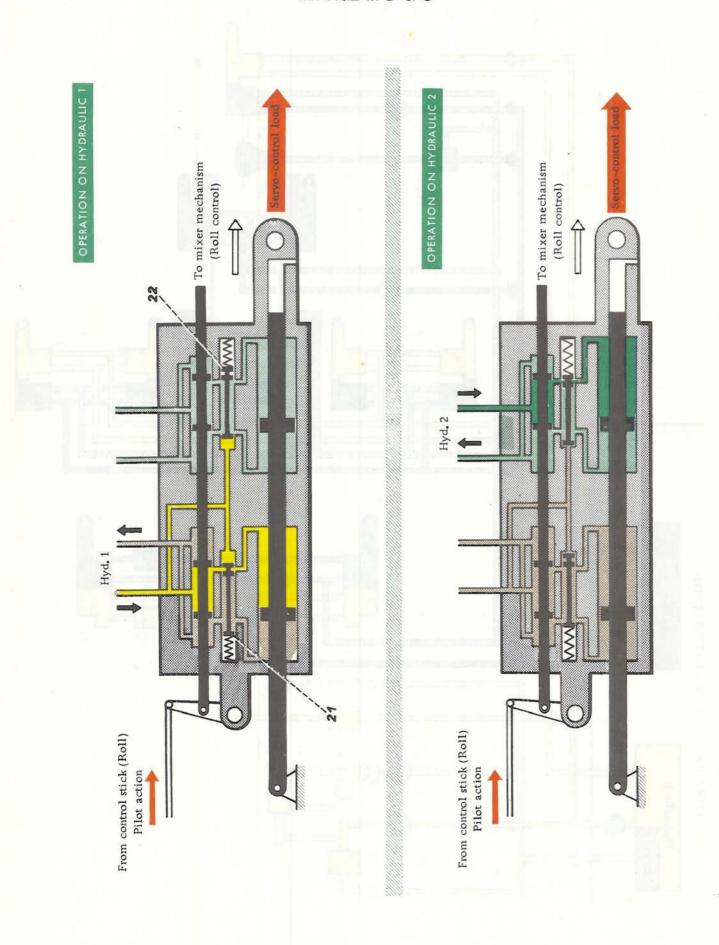


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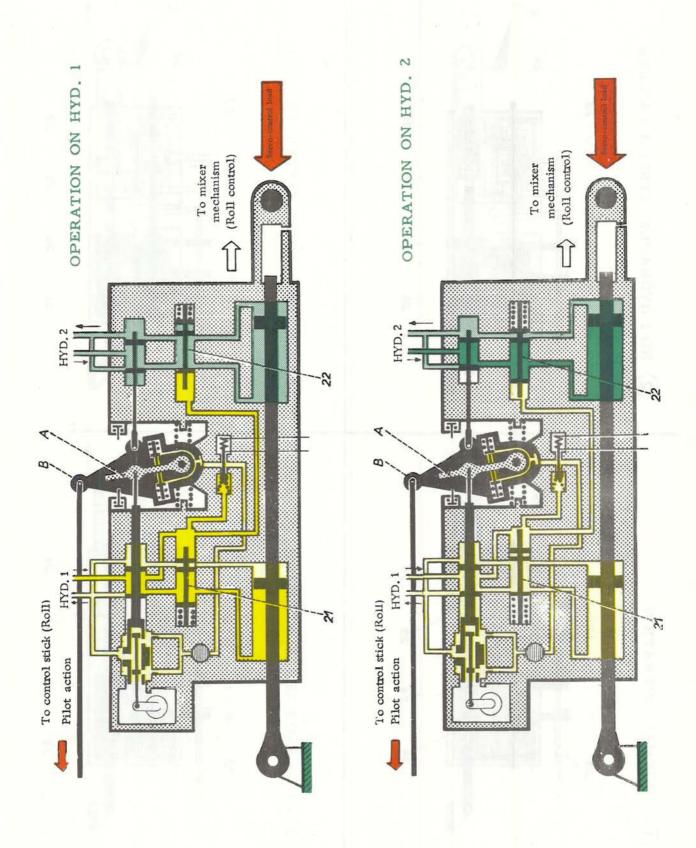


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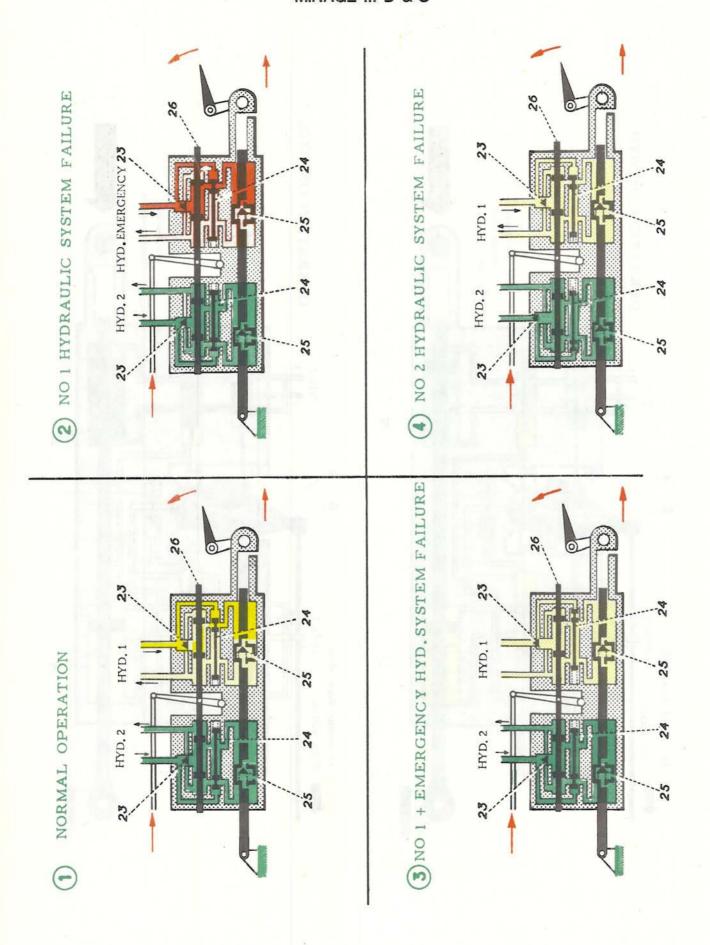


Figure 5-10 Roll Control System - Elevon Servo-control Operation

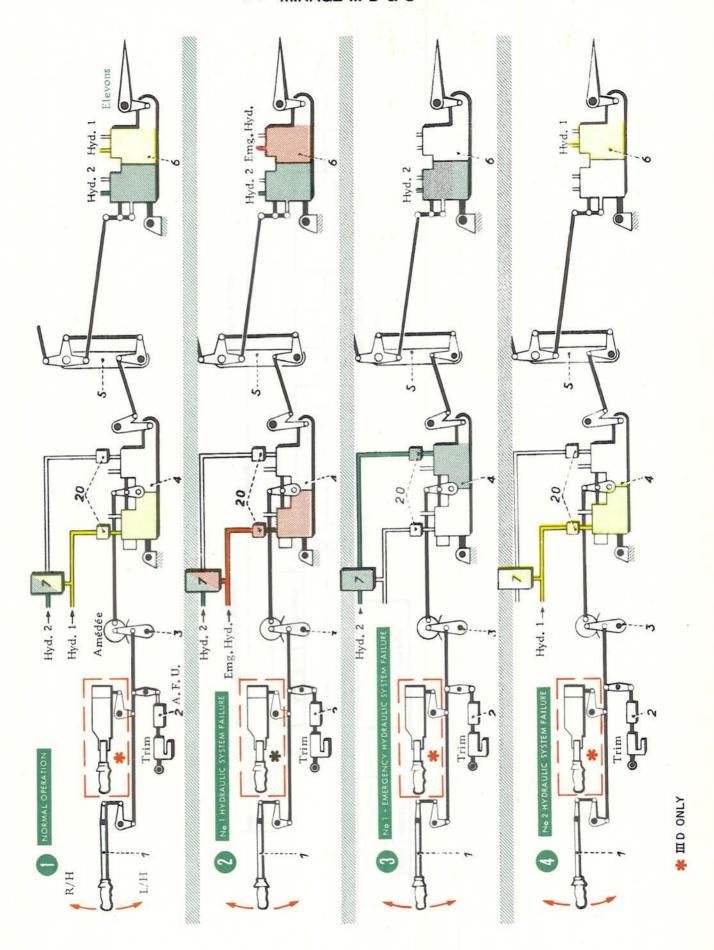


Figure 5-11 Pitch or Roll Control - Principle of Emergency Operation

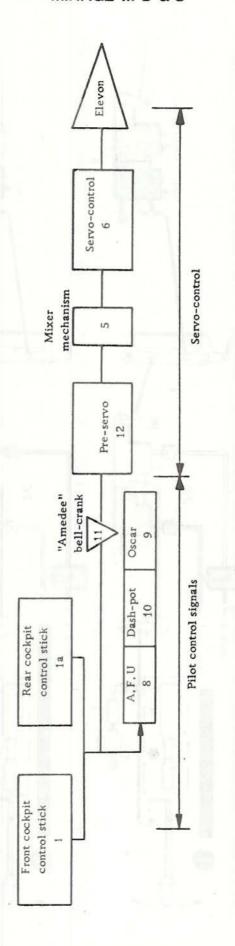


Figure 5-12 Pitch Control System - Principle of Operation

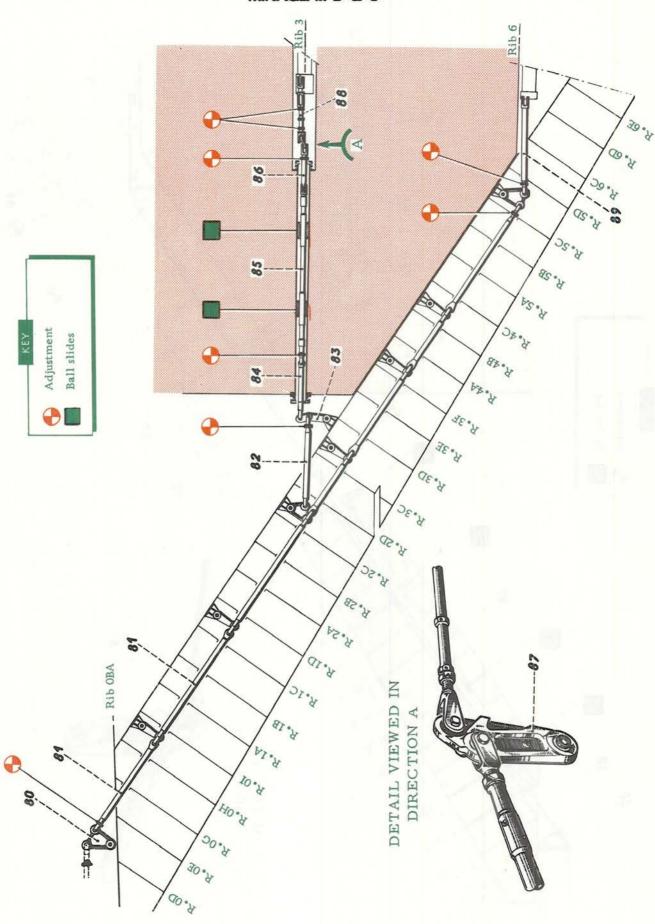


Figure 5-13 Pitch and Roll Control - Leading Edge Linkage (Pre-Mod 406)

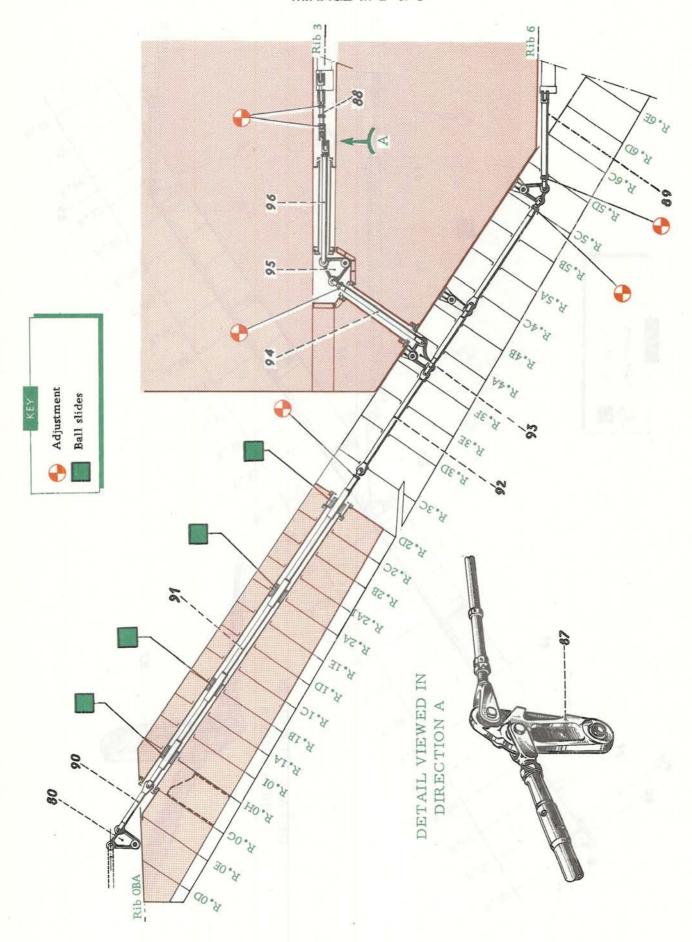


Figure 5-14 Pitch and Roll Control - Leading Edge Linkage (Post-Mod 406)

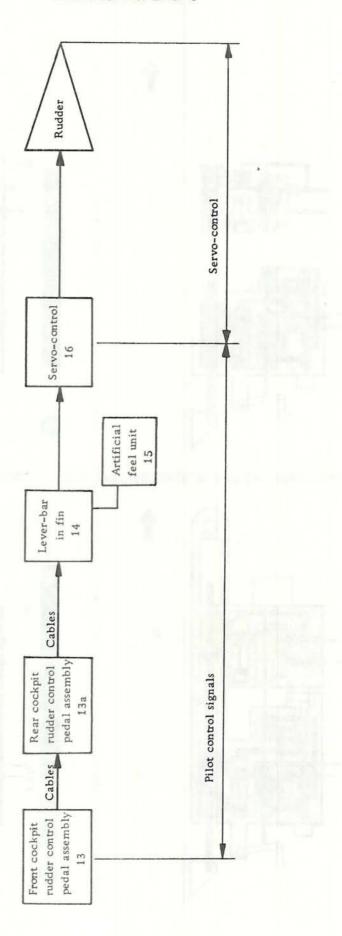


Figure 5-15 Rudder Control System - Principle of Operation

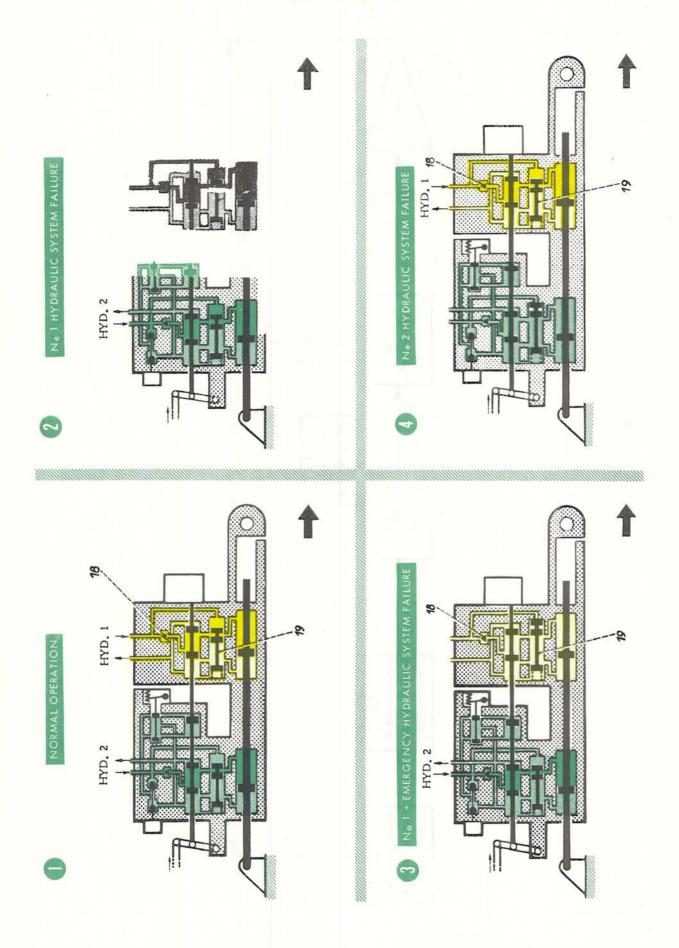


Figure 5-16 Rudder Control - Servo-control Operation

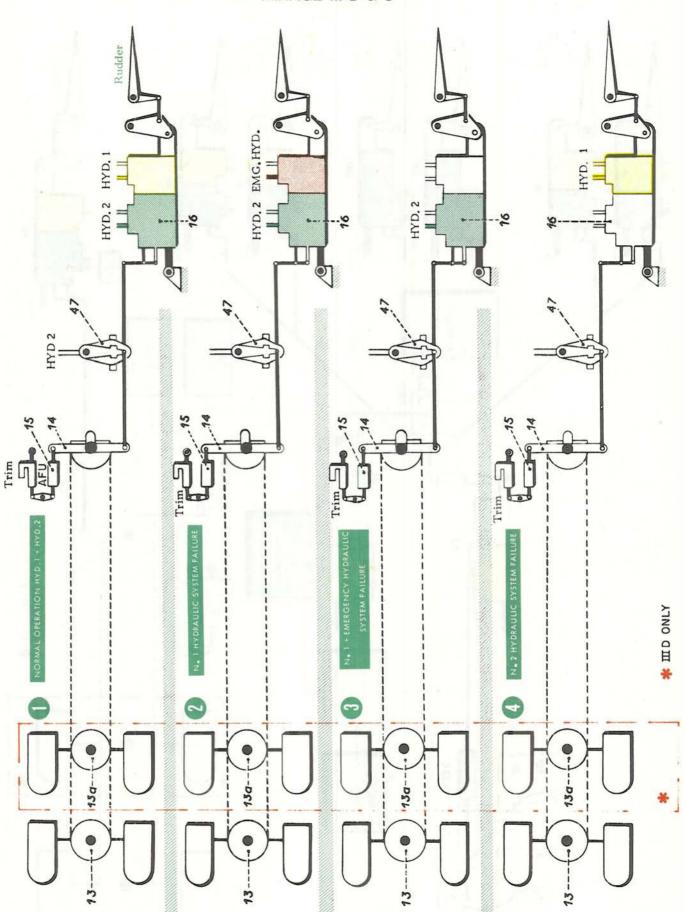


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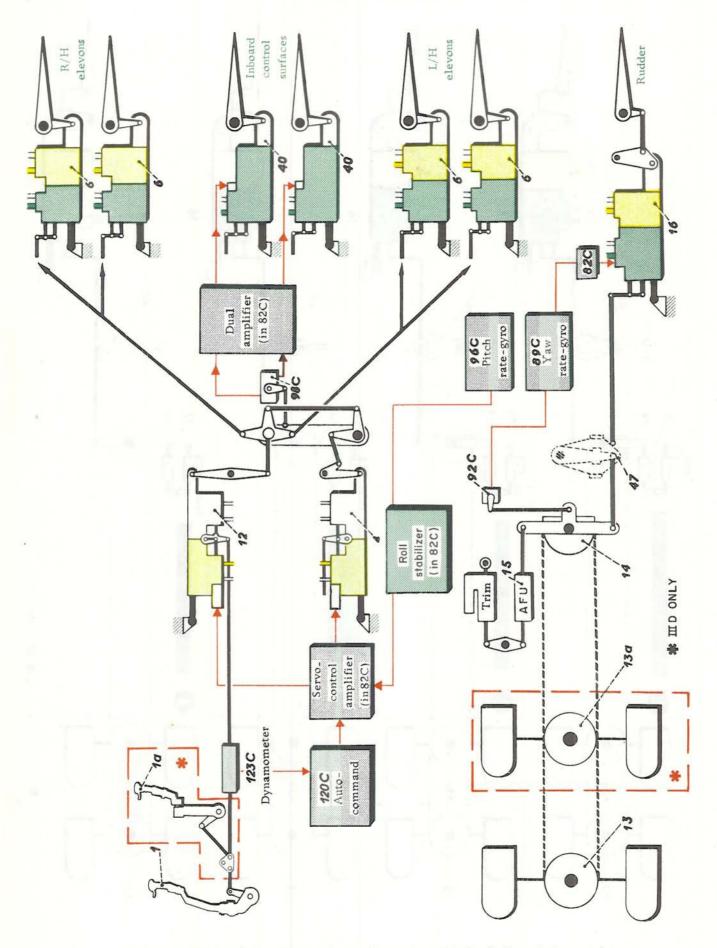


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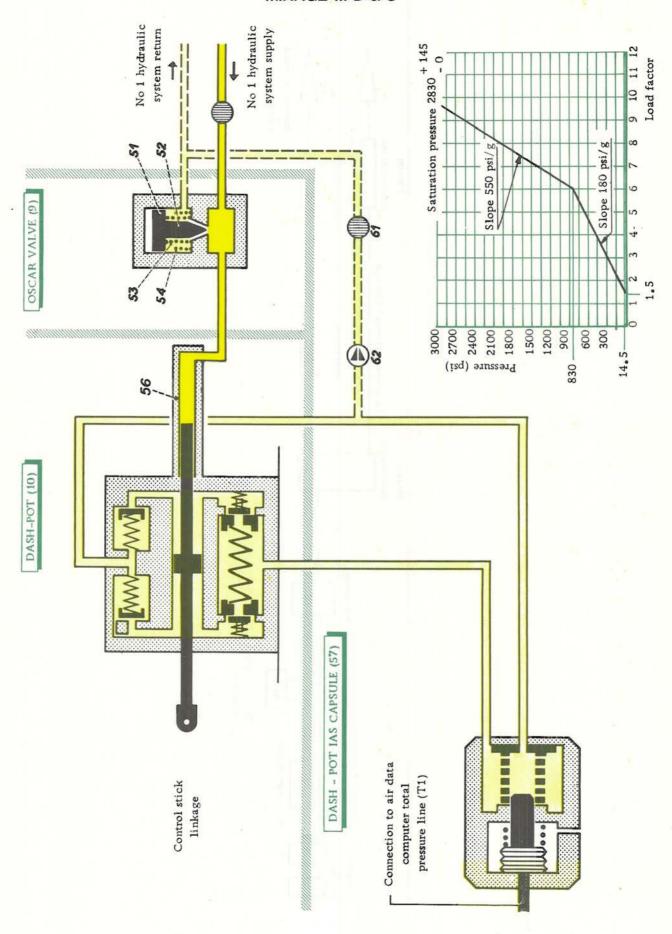


Figure 5-19 Dash-pot and OSCAR System

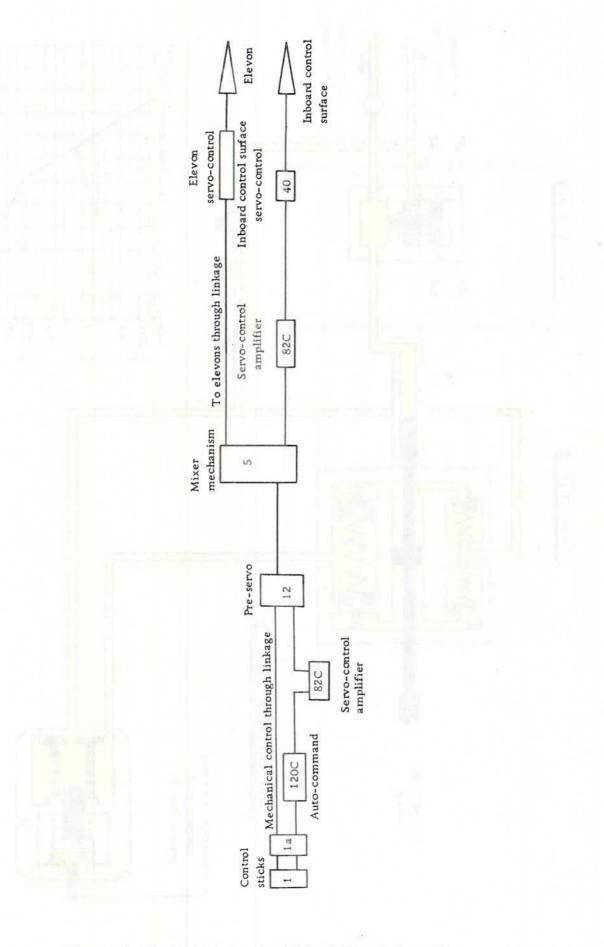


Figure 5-20 Auto-command - Principle of Operation

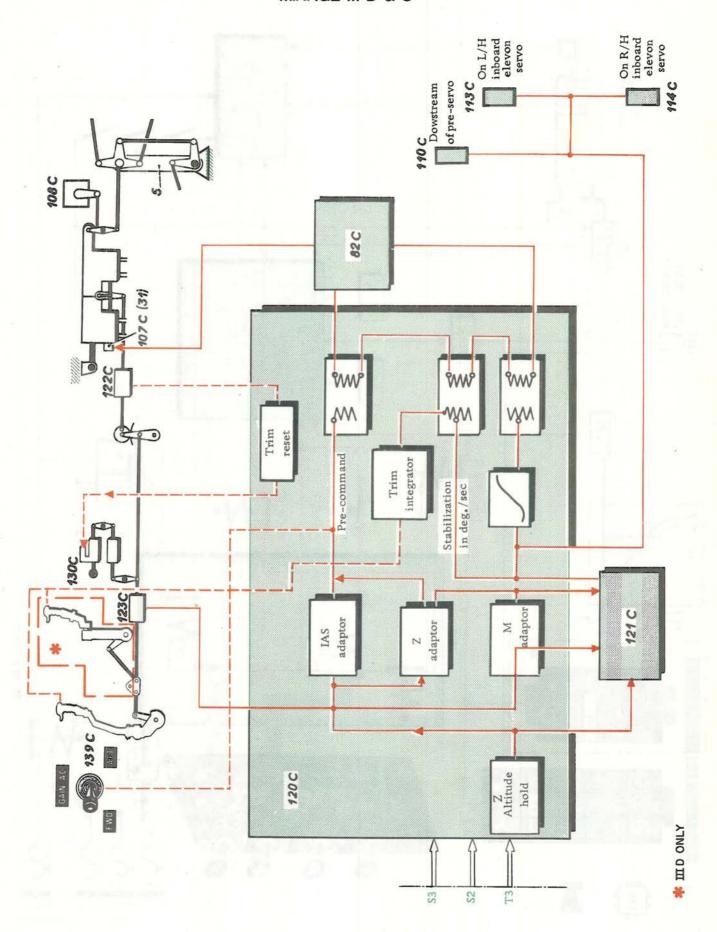


Figure 5-21 Auto-command Operation

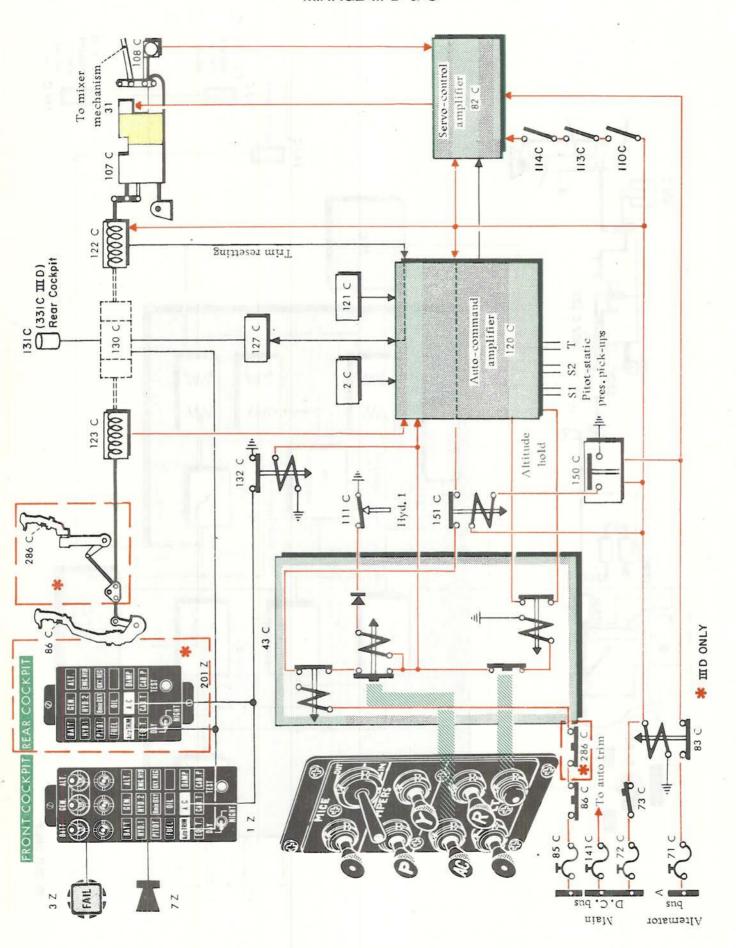


Figure 5-22 Auto-command - Principle of Electrical Operation

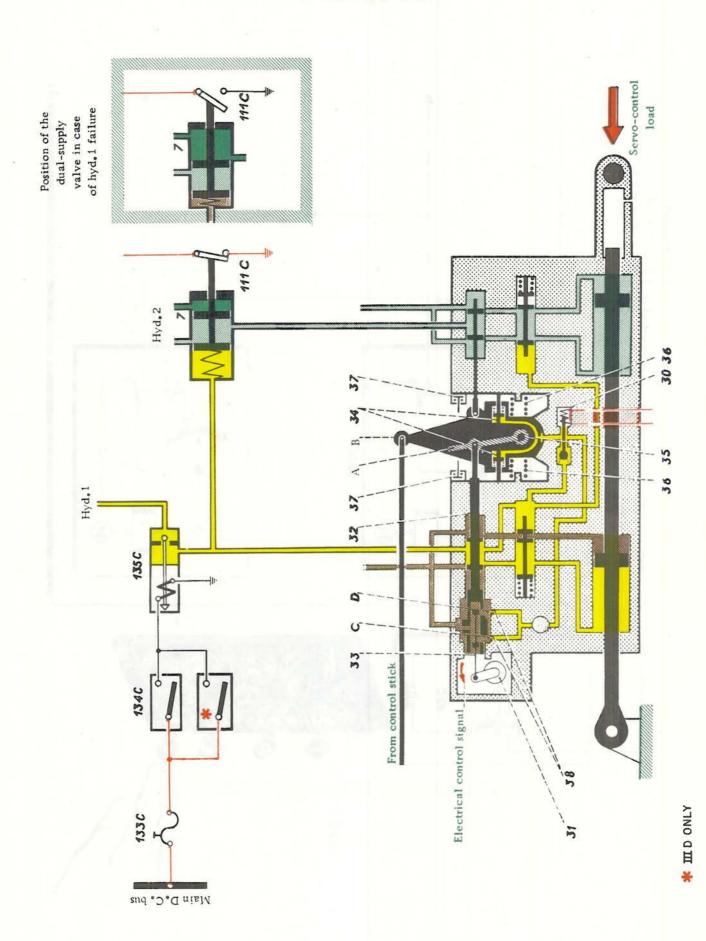


Figure 5-23 Auxiliary Servo-control Jack - Electrical Operation

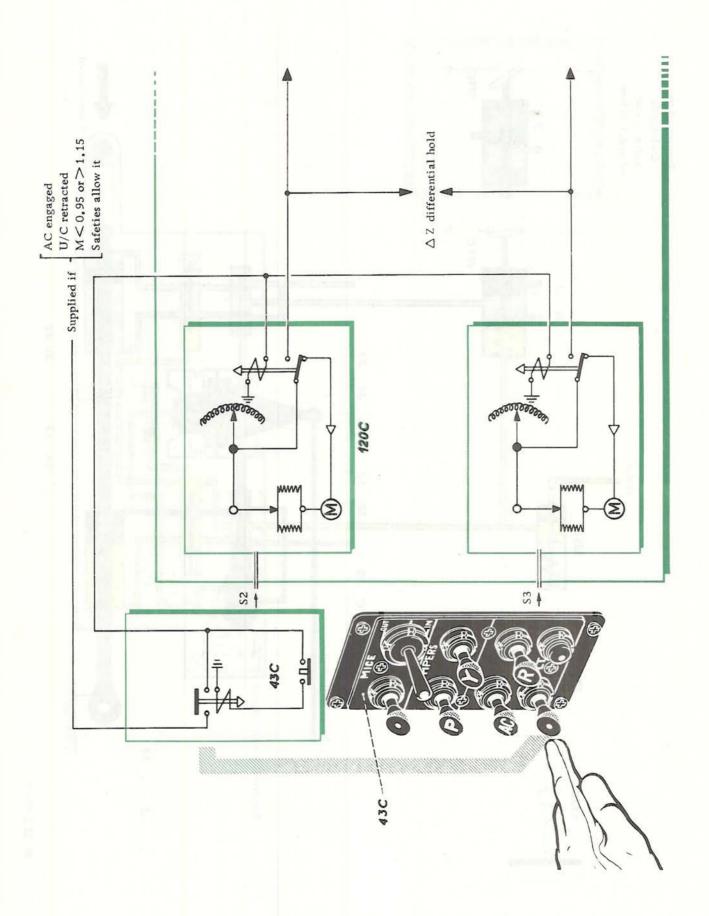


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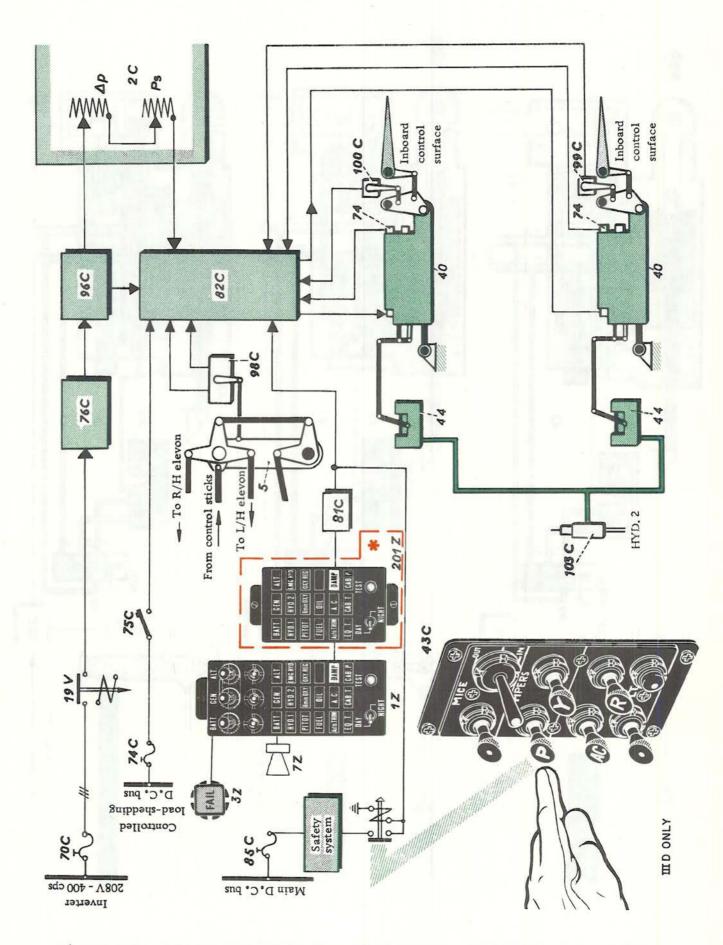


Figure 5-25 Inboard Control Surface Pitch Damper - Principle of Operation

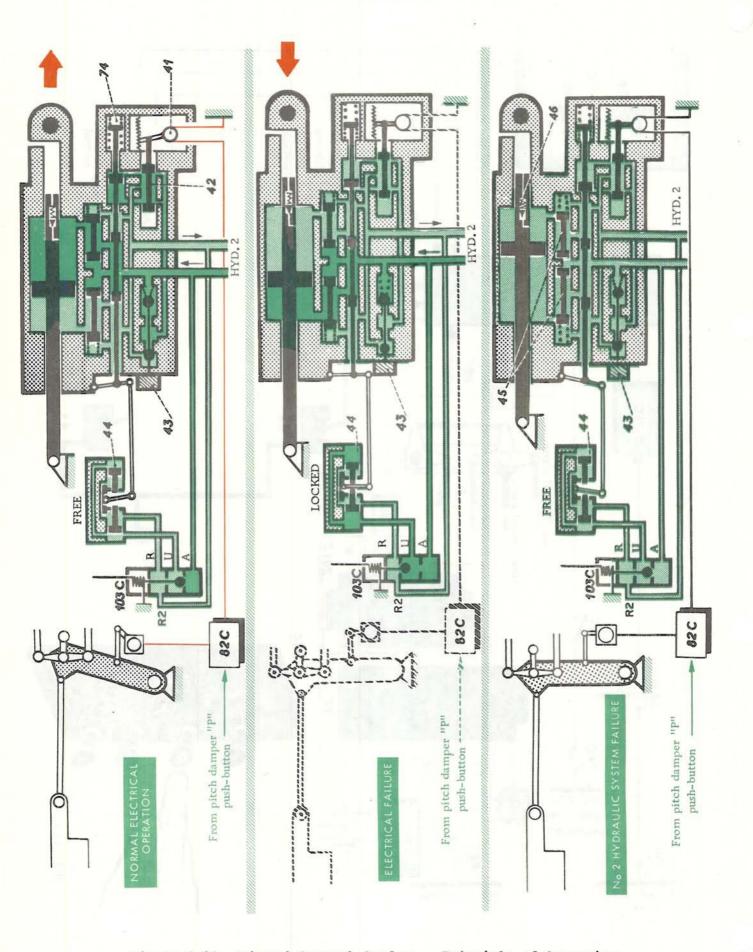


Figure 5-26 Inboard Control Surface - Principle of Operation

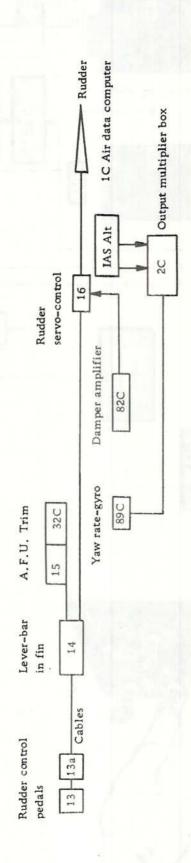


Figure 5-27 Yaw Damper - Principle of Operation

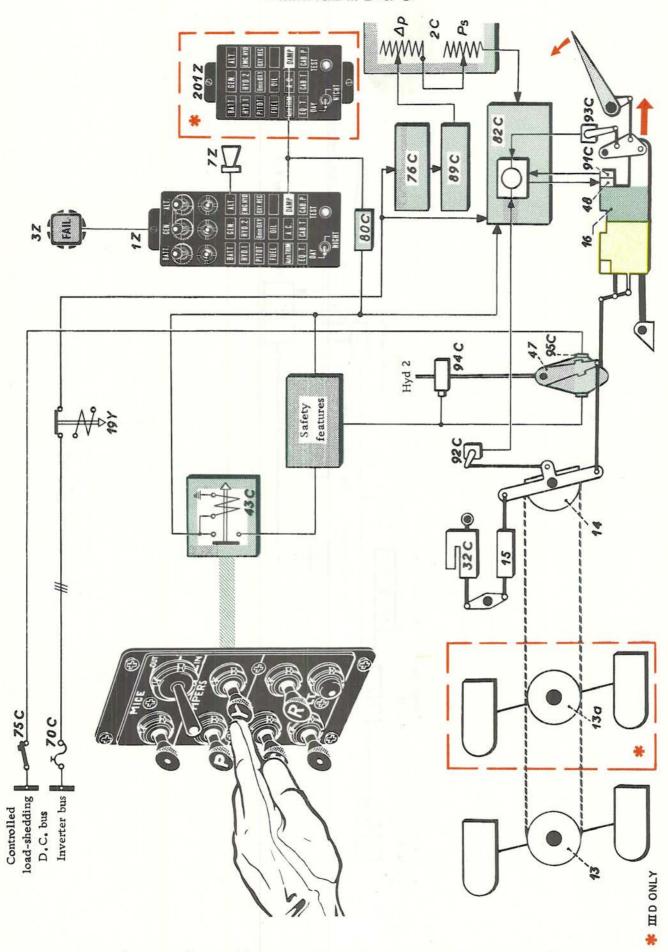


Figure 5-28 Rudder Control System Yaw Damper - Operation

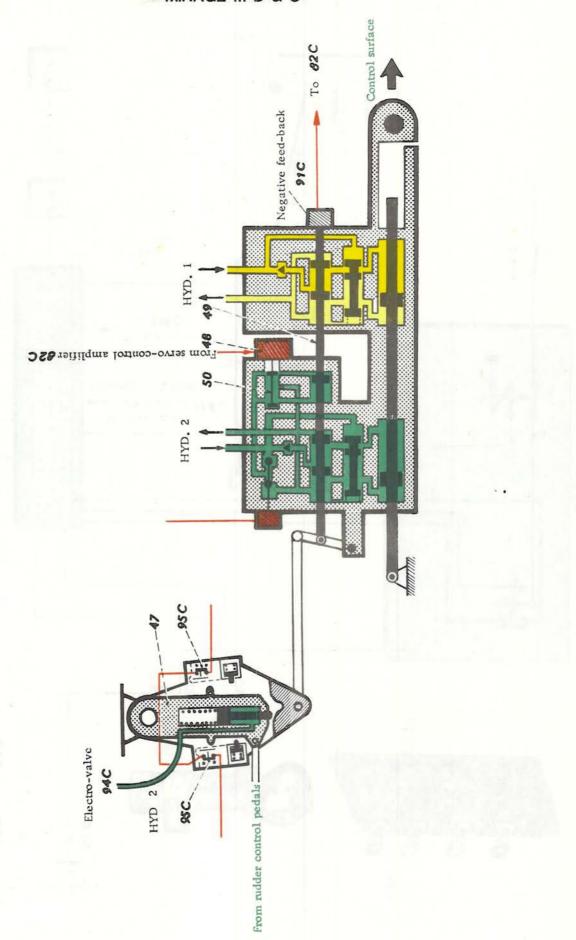


Figure 5-29 Rudder Servo-control - Principle of Electrical Operation

#### MIRAGE III O ONLY

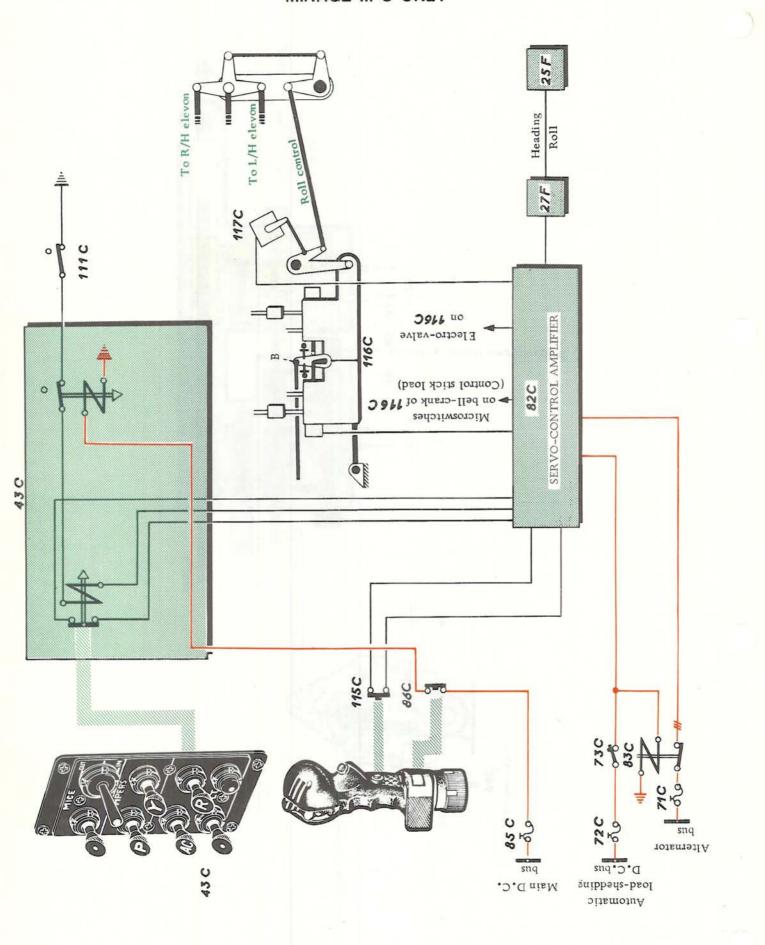


Figure 5-30 Roll Stabilizer - Principle of Operation III 0

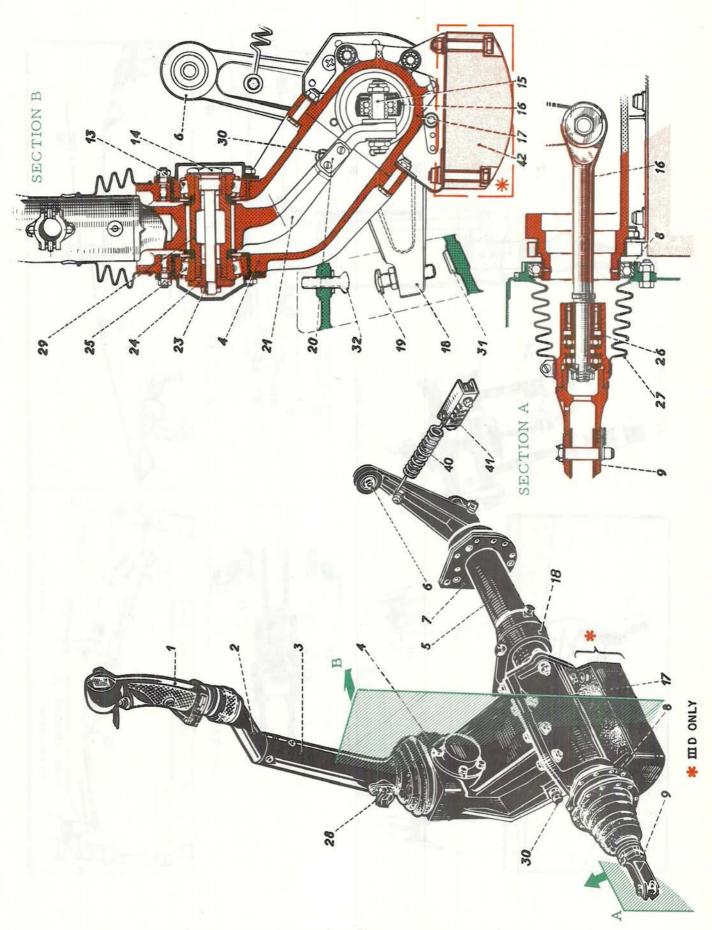


Figure 5-31 Control Stick - Front Cockpit

#### MIRAGE III D ONLY

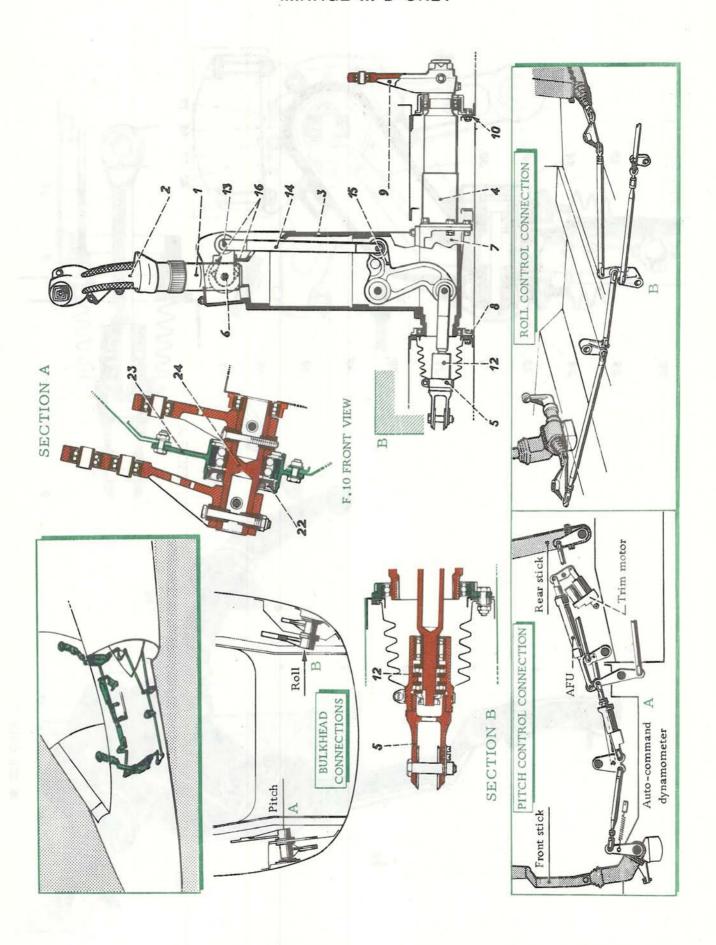


Figure 5-32 Control Stick - Rear Cockpit - Connections Between Front and Rear Cockpits - III D

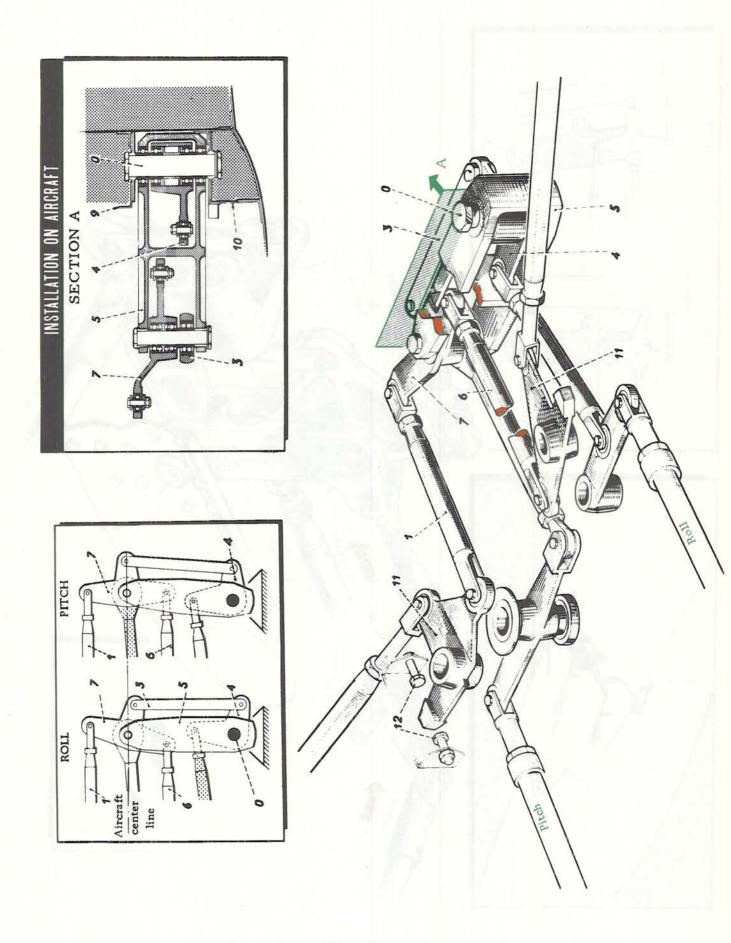


Figure 5-33 Mixer Mechanism - III 0

# MIRAGE III D ONLY

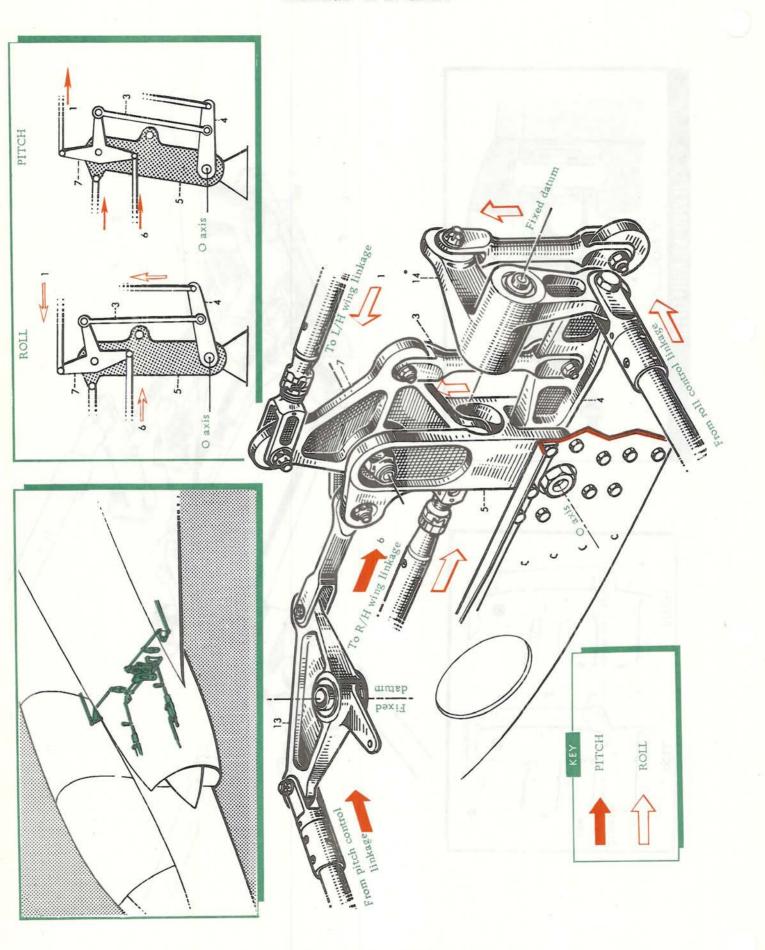


Figure 5-34 Mixer Mechanism - III D

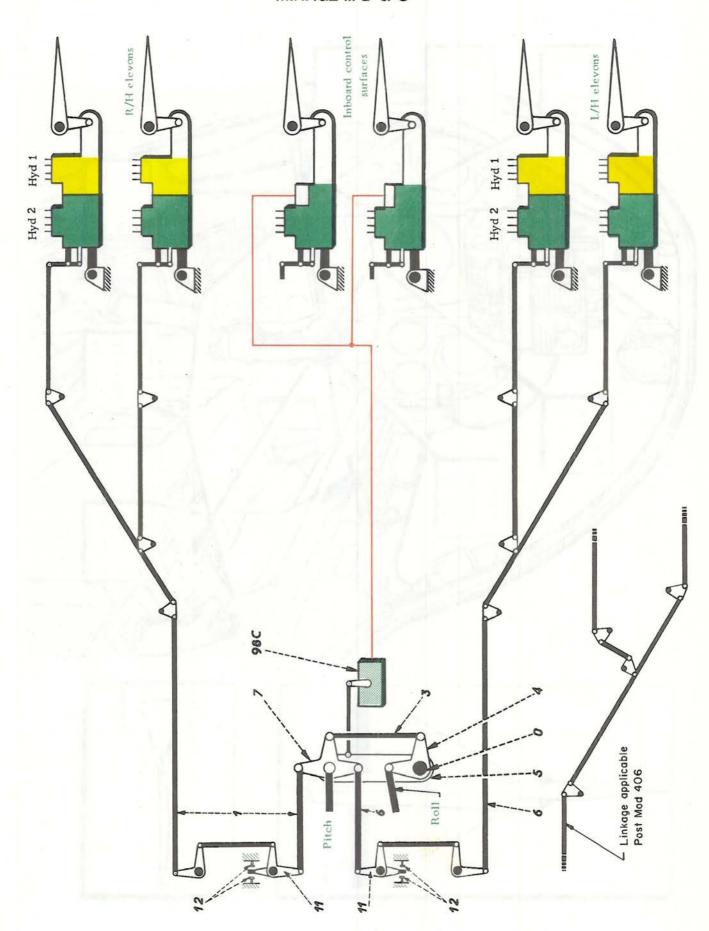


Figure 5-35 Mixer Mechanism - Principle of Operation

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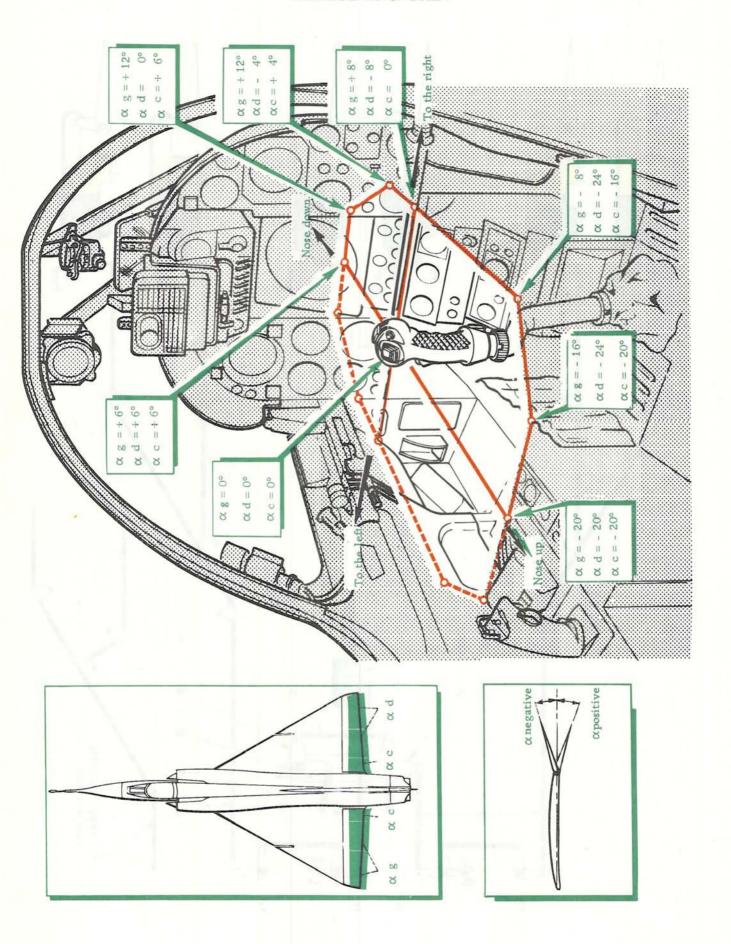


Figure 5-36 Control Surface Deflection Angles - III 0

#### MIRAGE III D ONLY

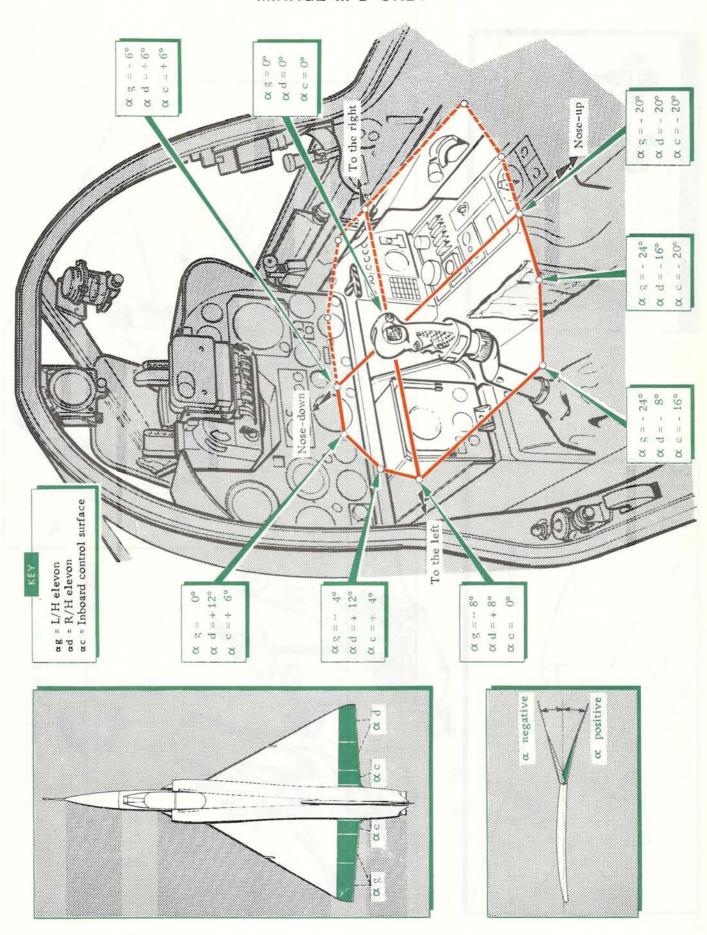


Figure 5-37 Control Surface Deflection Angles - III D

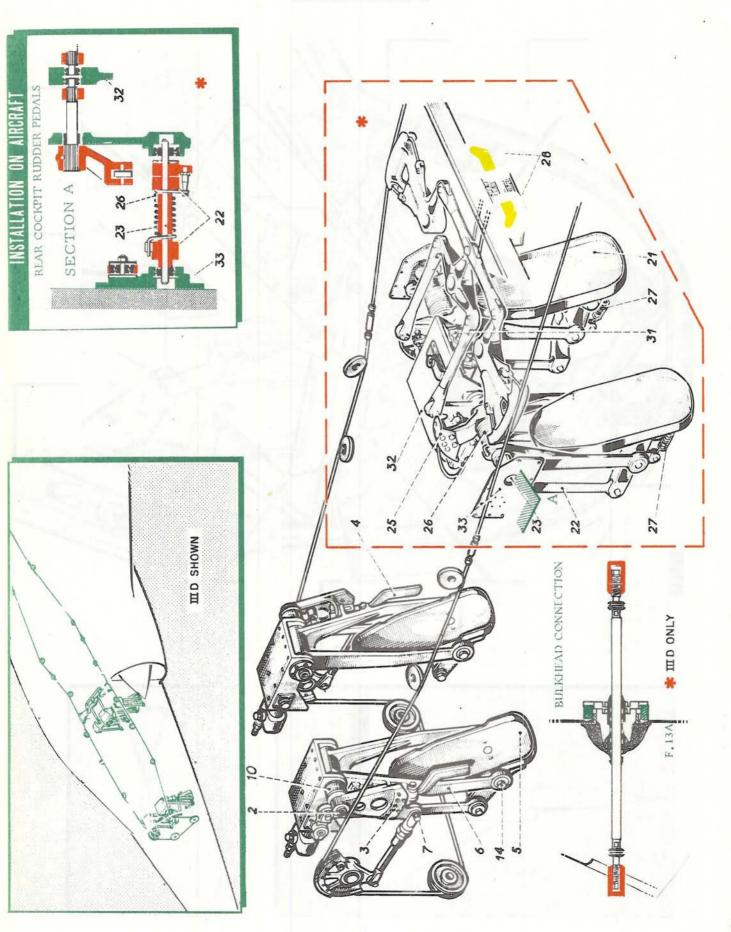
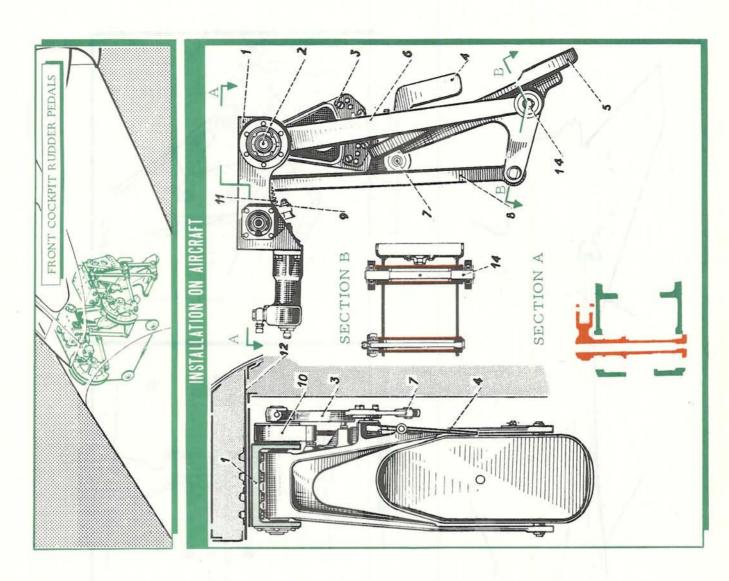


Figure 5-38 Rudder Pedals



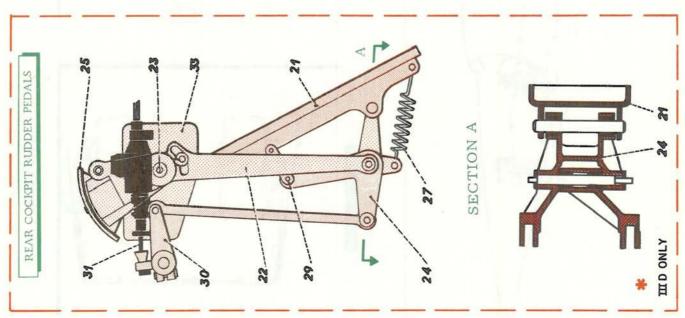


Figure 5-39 Rudder Pedals - Details

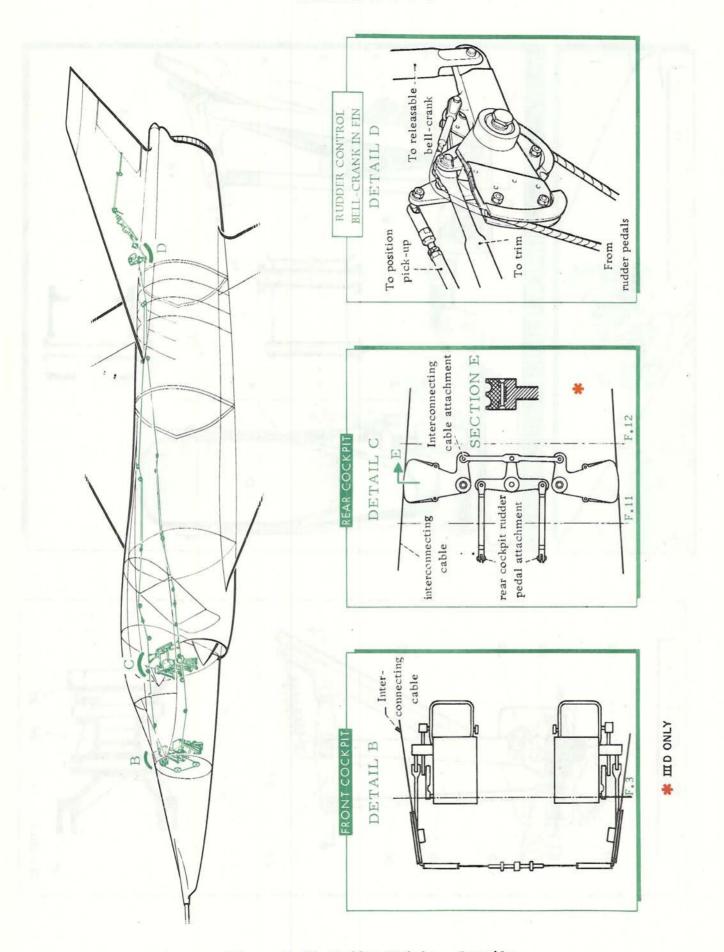


Figure 5-40 Rudder Pedals - Details

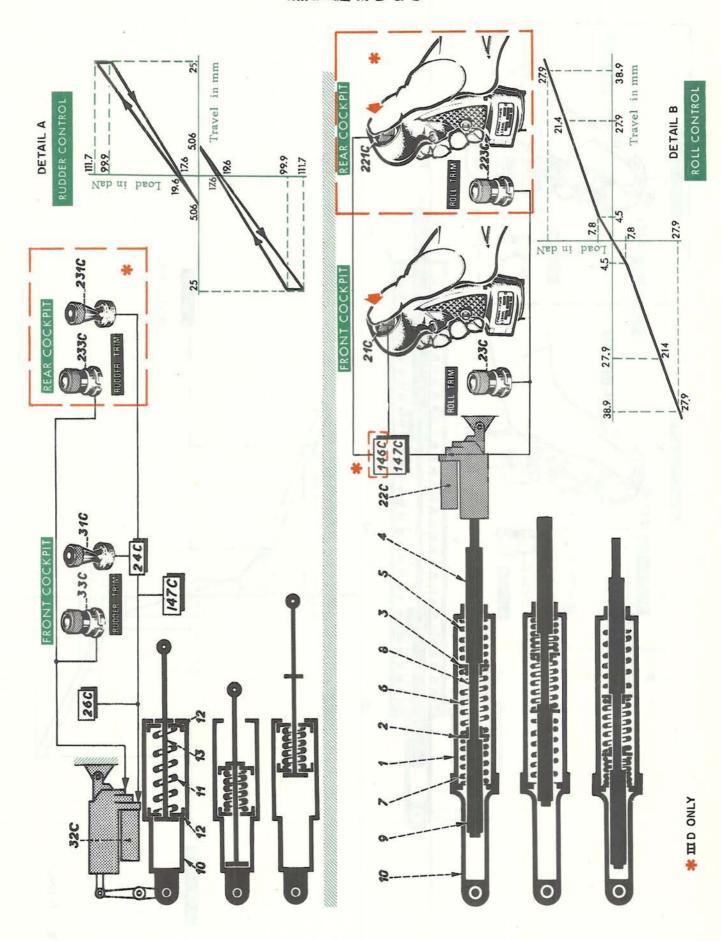


Figure 5-41 Artificial Feel Systems - Yaw and Roll, Principle of Operation

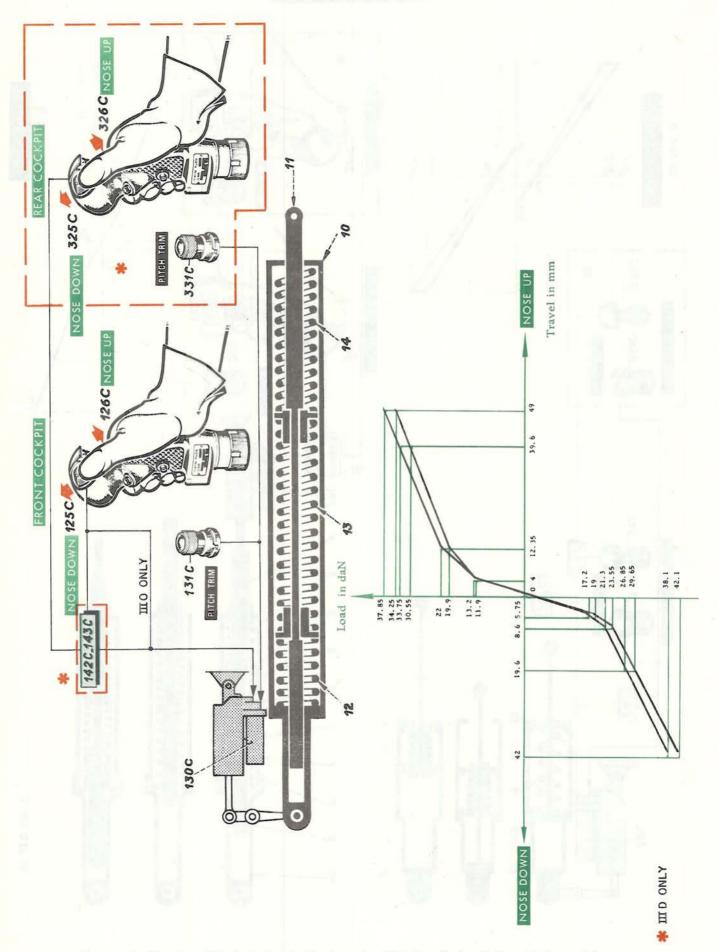


Figure 5-42 Artificial Feel Systems - Pitch, Principle of Operation

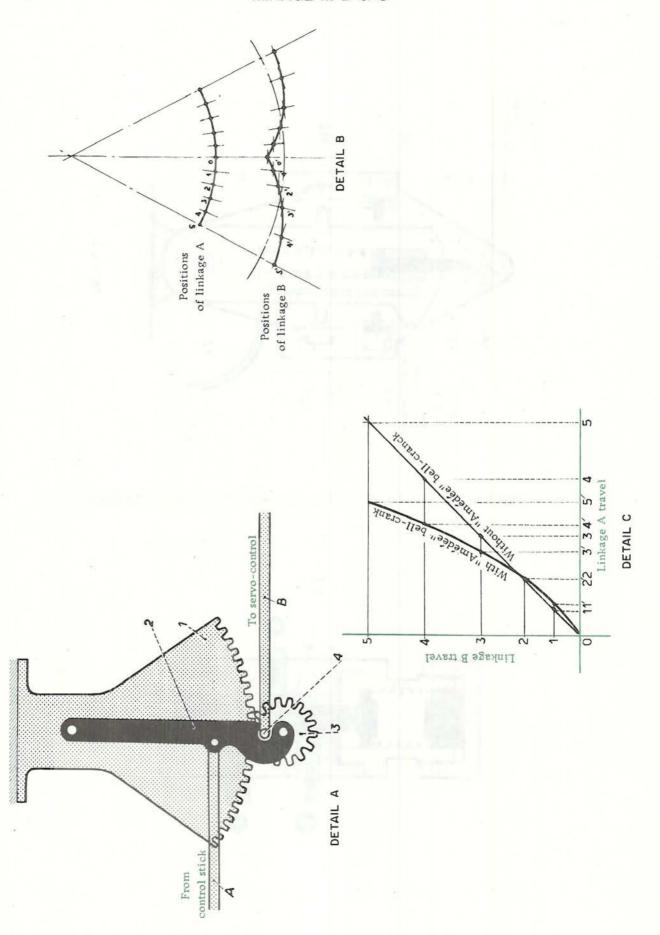
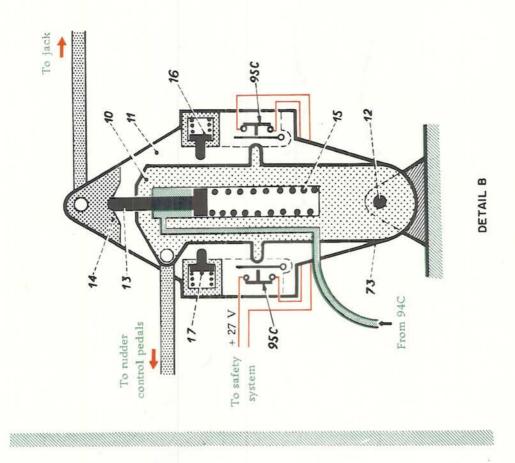


Figure 5-43 Amedee Variable Ratio Bell-crank - Principle of Operation



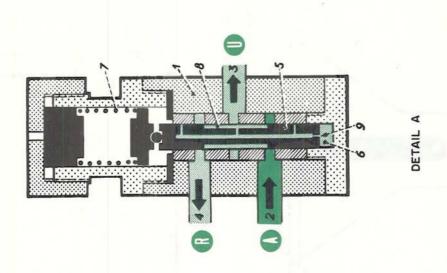


Figure 5-44 Pressure Reducing Valve - De-clutching Bellcrank

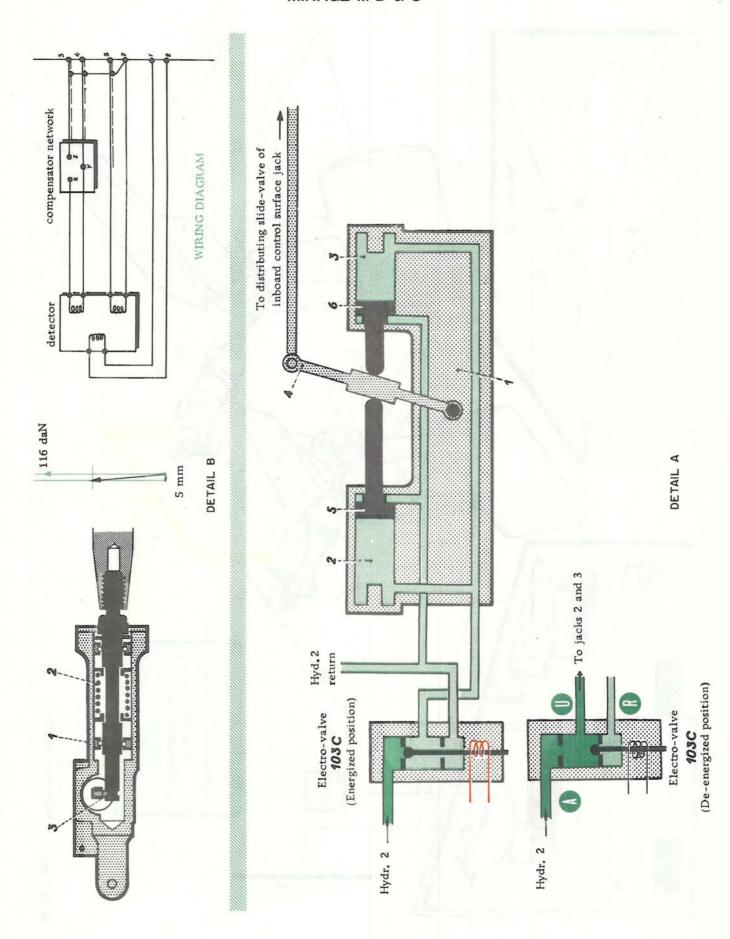


Figure 5-45 Neutral Re-setting Jack - Dynamometer

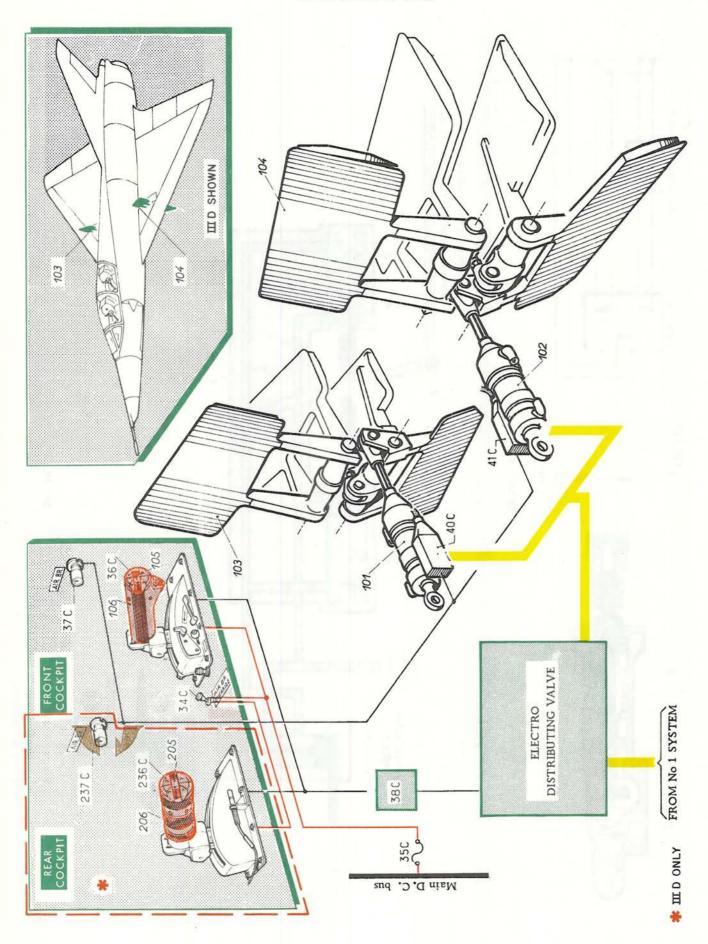


Figure 5-46 Airbrake Control System - Principle of Operation

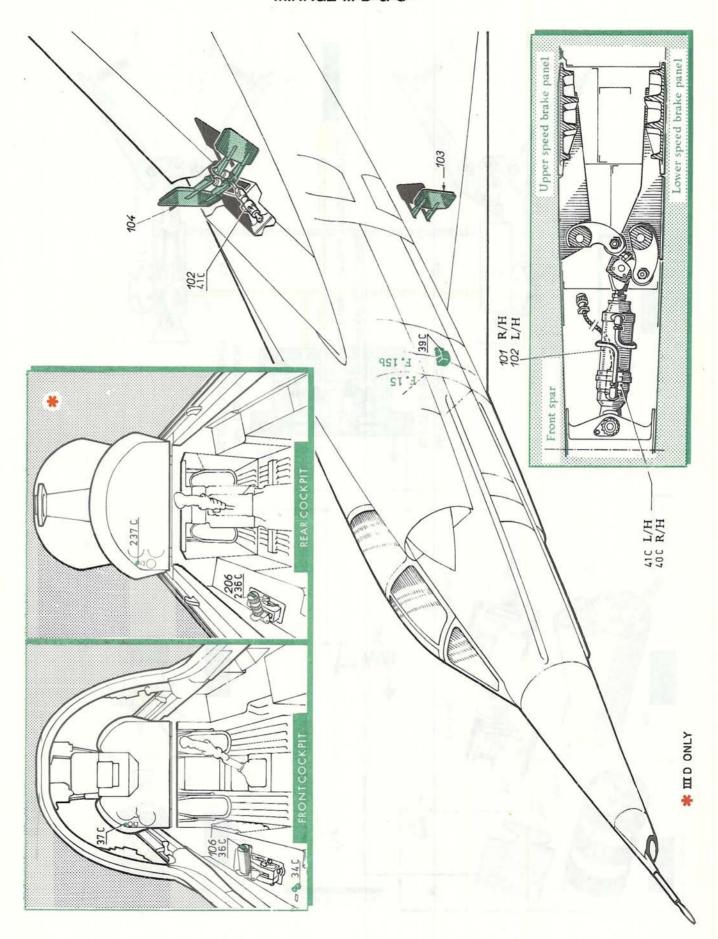


Figure 5-47 Airbrake Control System - Location of Components

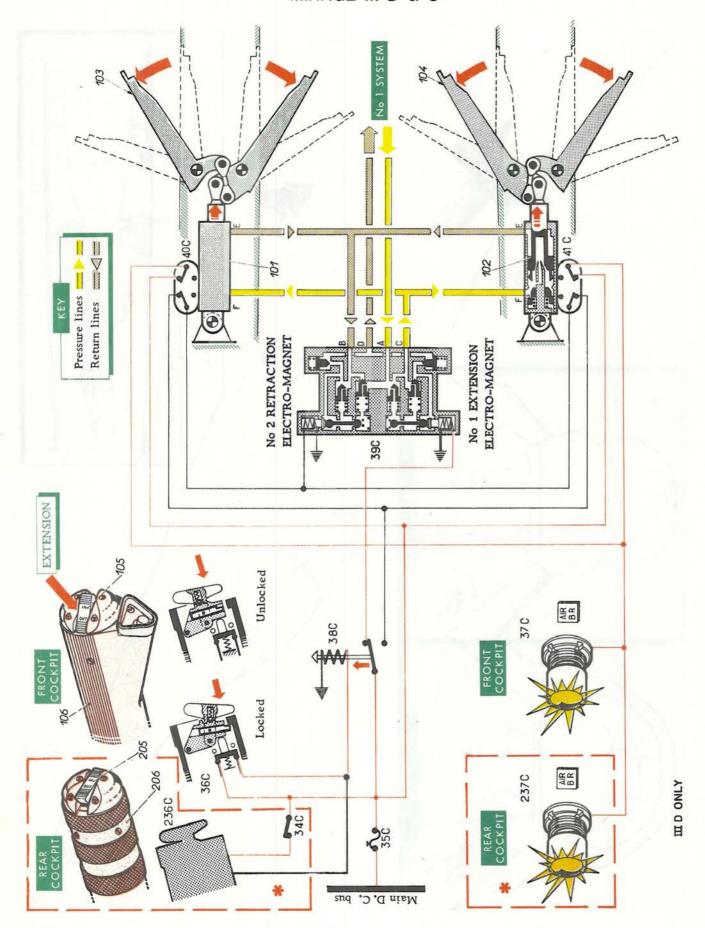


Figure 5-48 Airbrake Control System - Extension

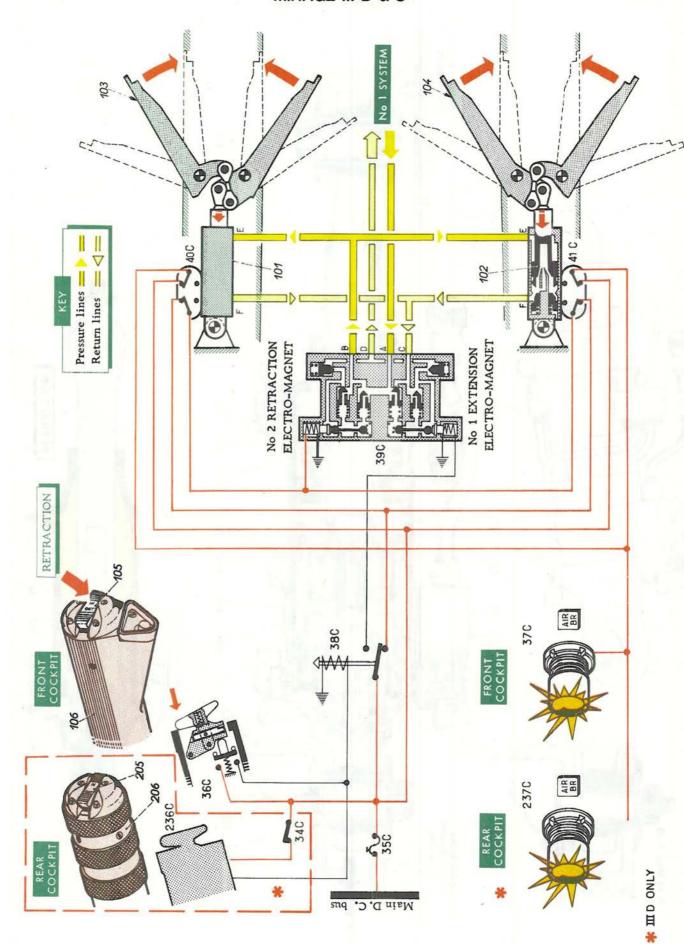


Figure 5-49 Airbrake Control System - Retraction

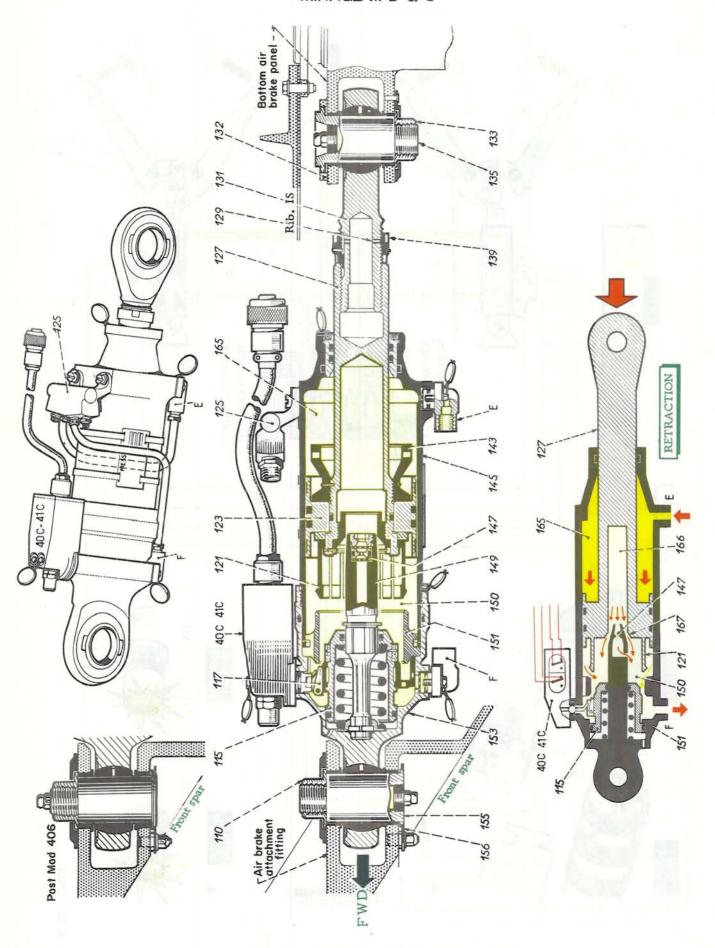


Figure 5-50 Airbrake Actuating Jack

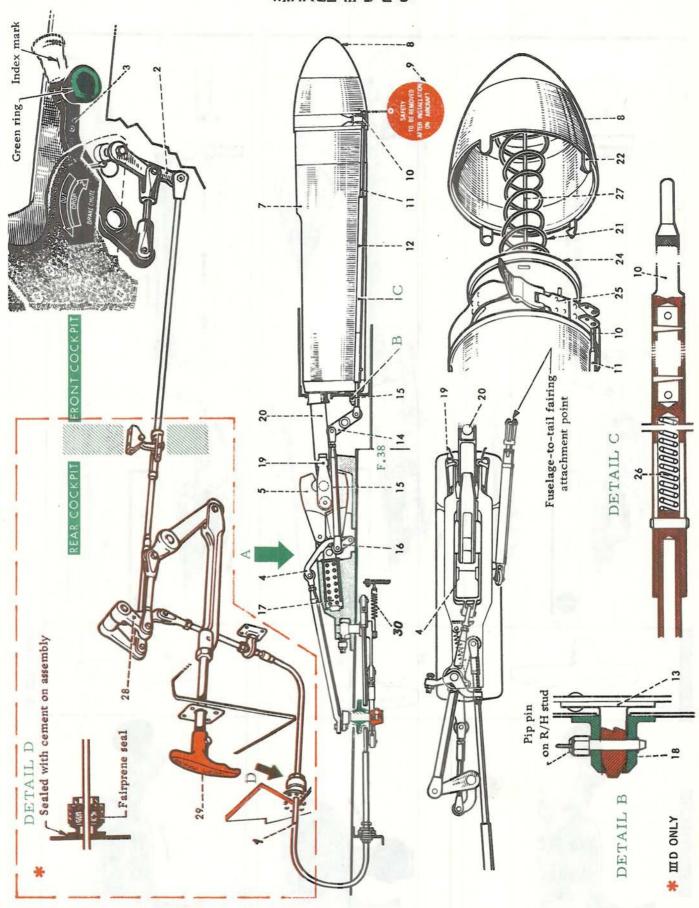


Figure 5-51 Brake Chute Control System

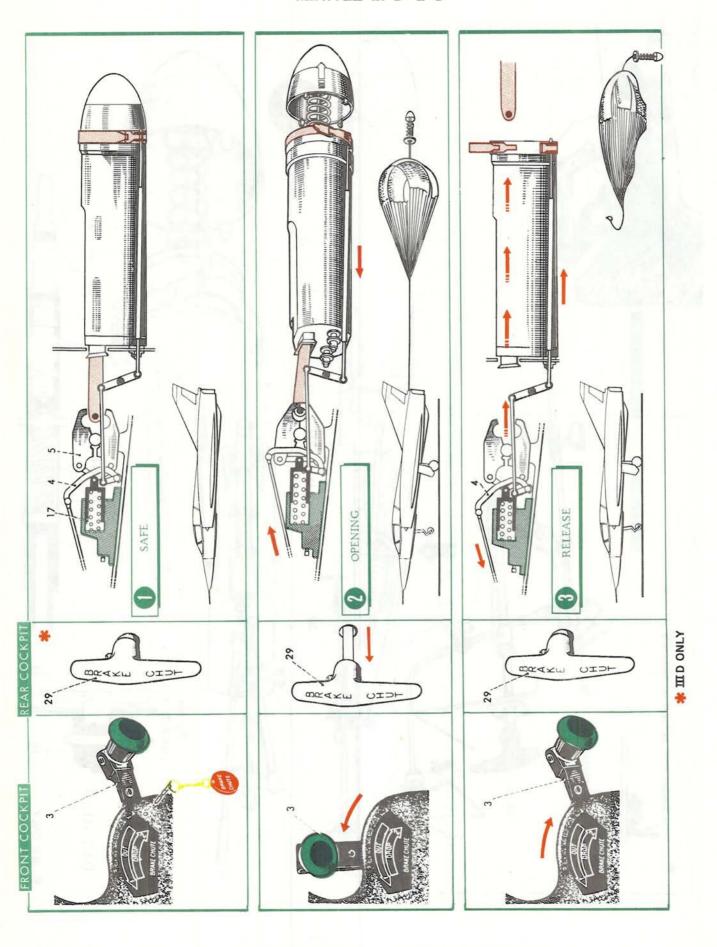


Figure 5-52 Brake Chute Control - Principle of Operation

# CHAPTER 6

#### UNDERCARRIAGE

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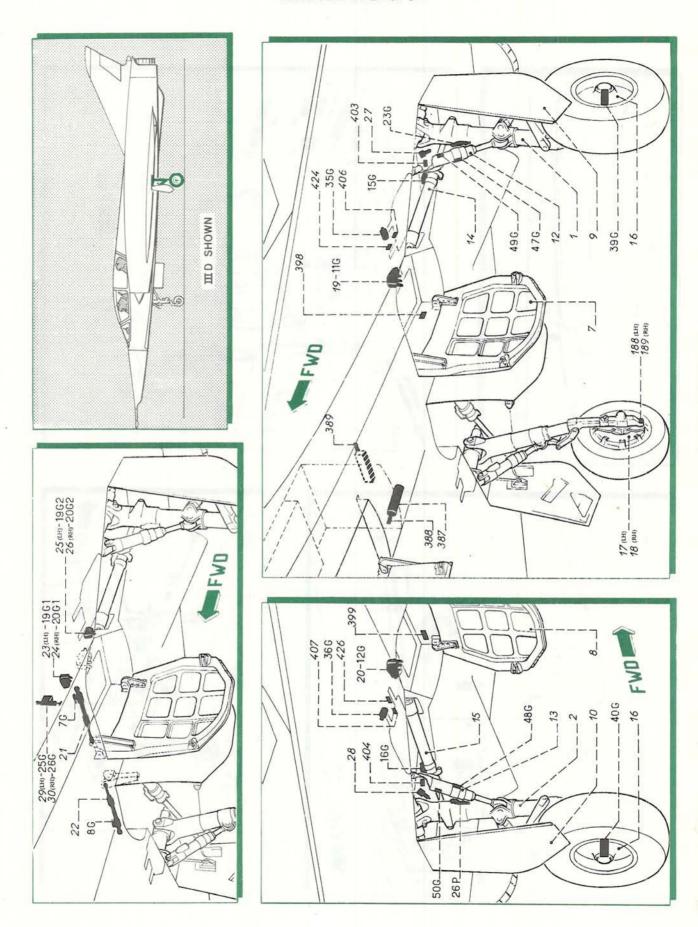


Figure 6-1 Undercarriage - Location of Components

#### MIRAGE III O ONLY

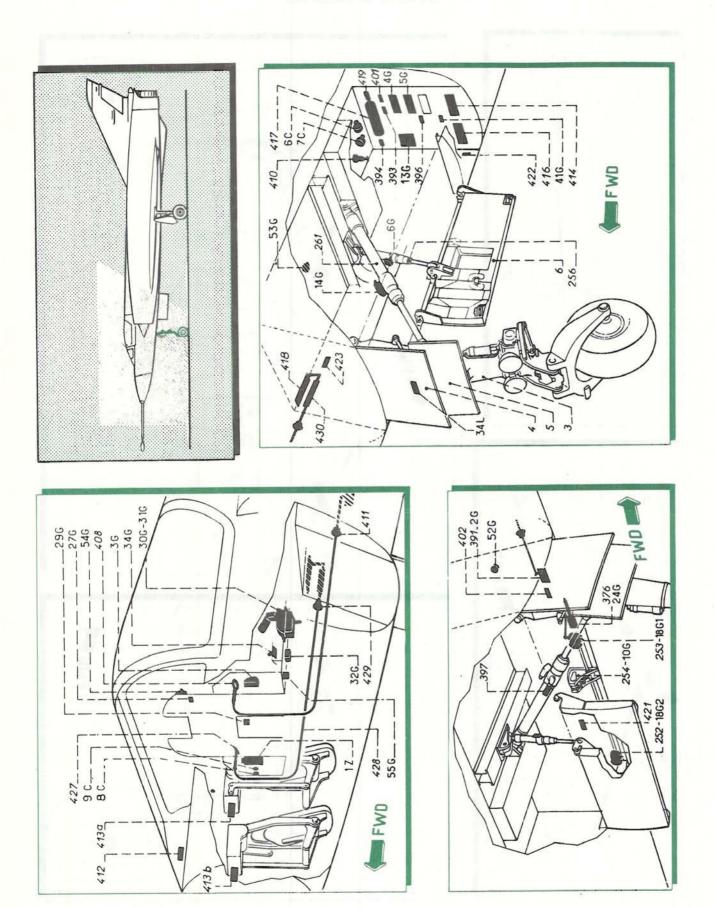
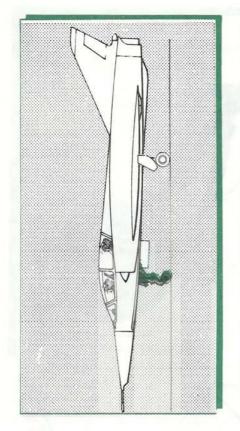
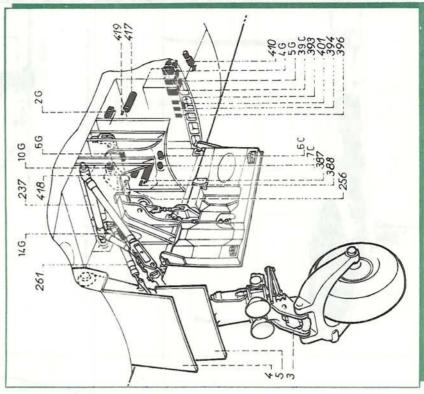
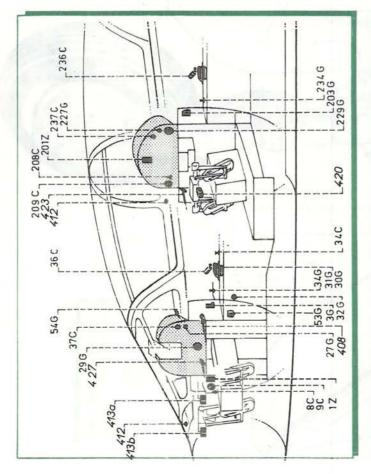


Figure 6-2 Undercarriage - Location of Components (Cont) - III 0







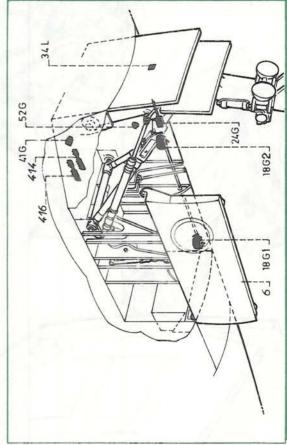


Figure 6-3 Undercarriage - Location of Components (Cont) - III  ${\tt D}$ 

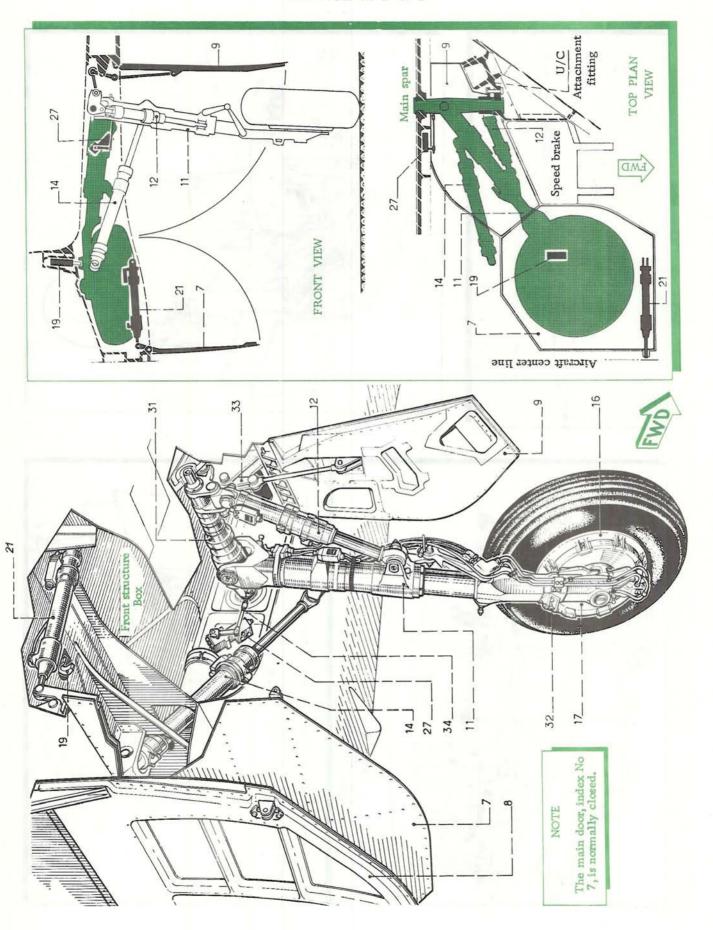


Figure 6-4 Main Undercarriage L/H Assembly

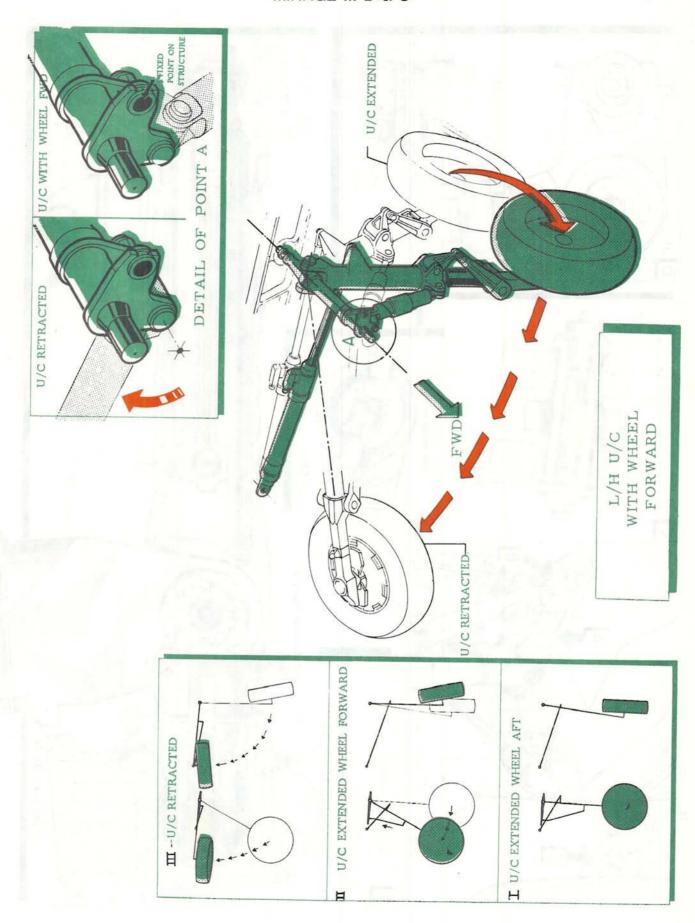


Figure 6-5 Main Undercarriage L/H - Retraction Sequence

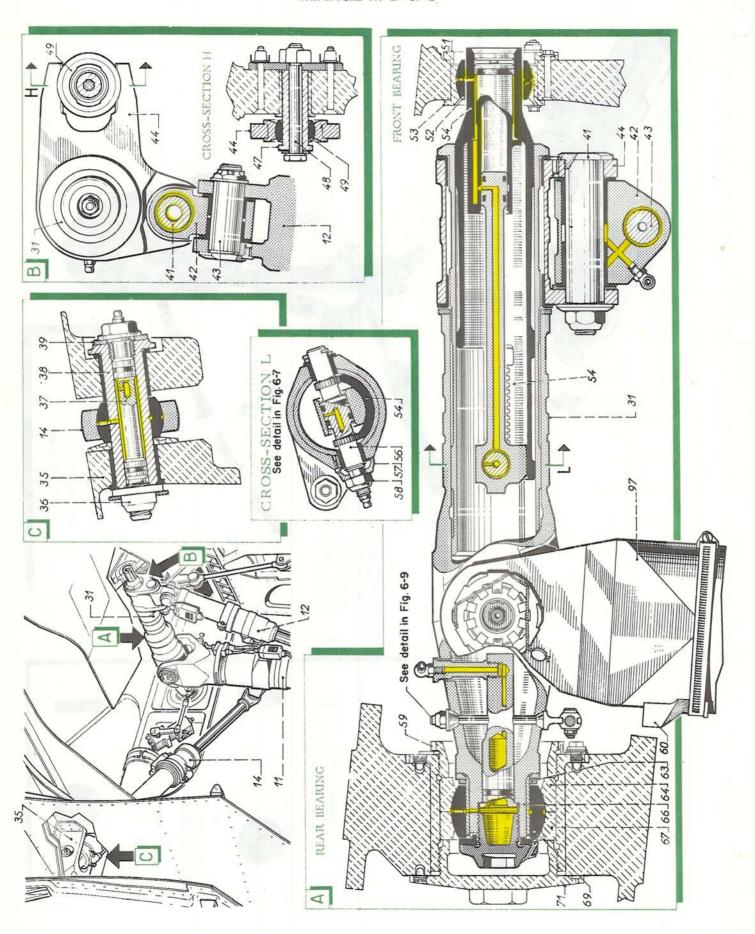


Figure 6-6 Main Undercarriage L/H - Installation on Aircraft

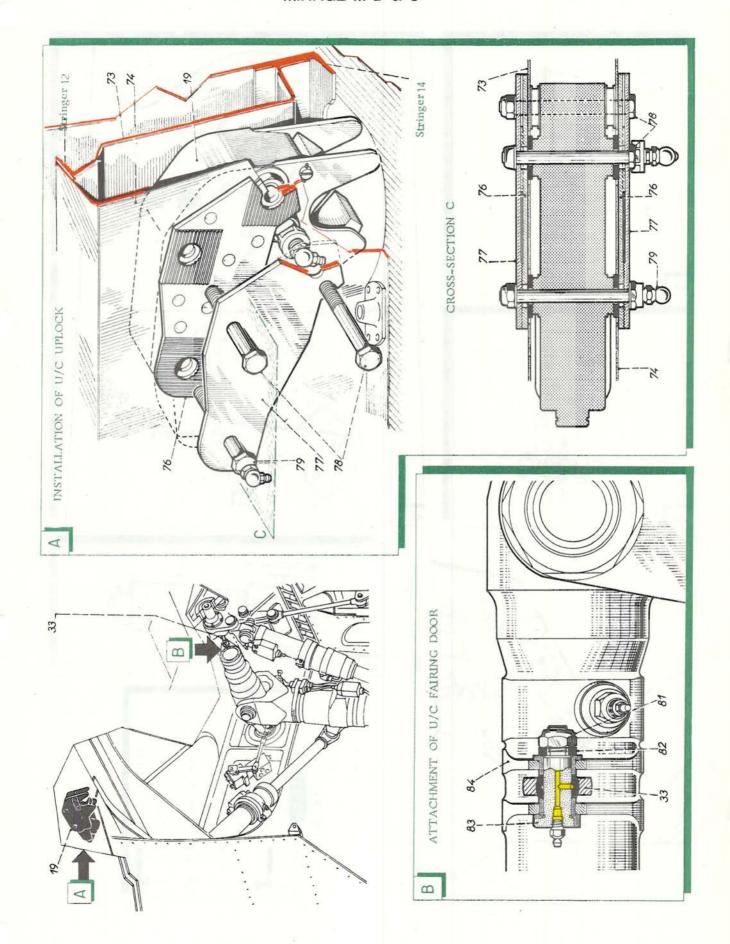


Figure 6-7 Main Undercarriage L/H - Installation on Aircraft (Cont)

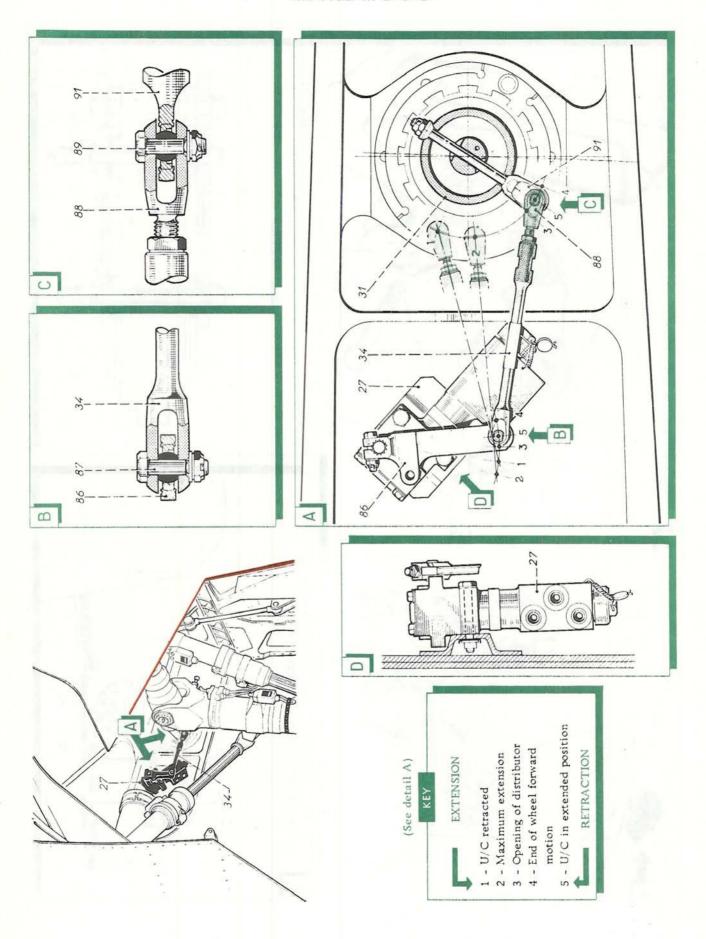


Figure 6-8 Main Undercarriage L/H - Sequence Distributor Control

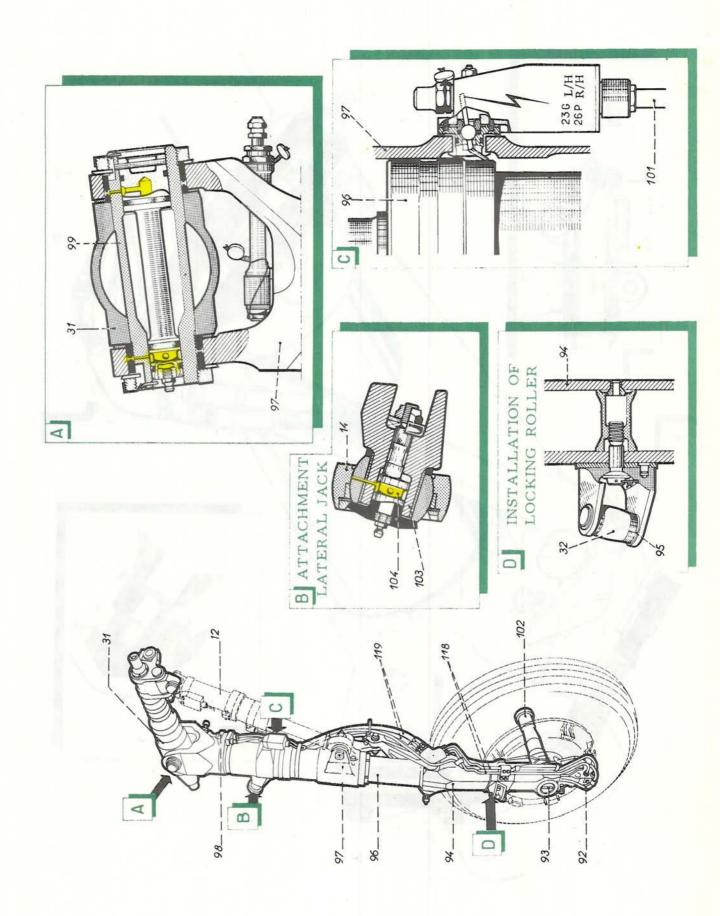


Figure 6-9 Main Undercarriage Leg L/H

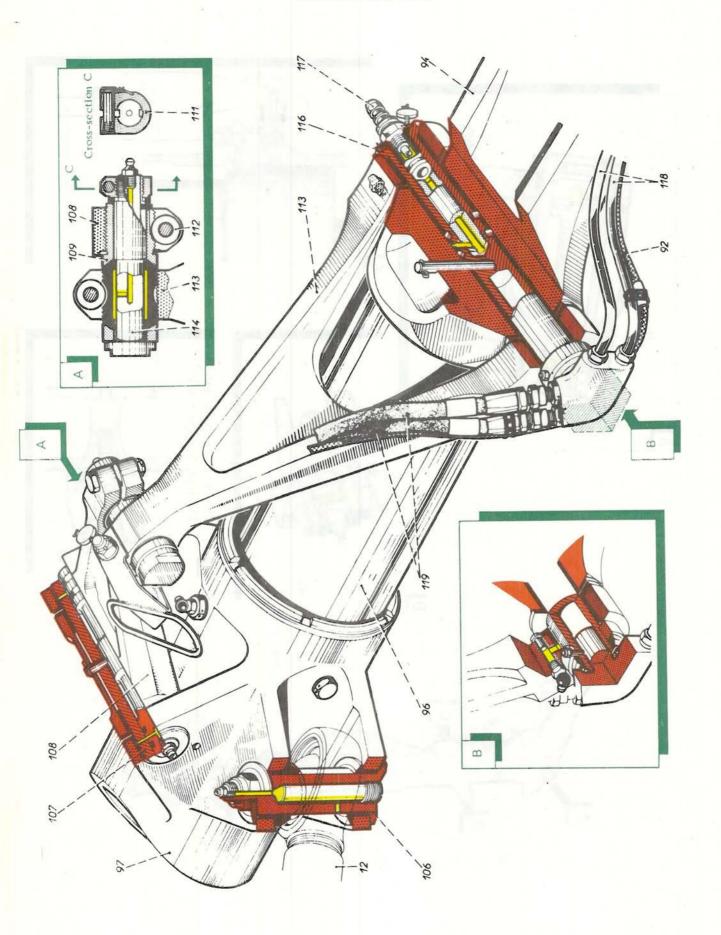


Figure 6-10 Main Undercarriage Leg L/H - Torque Links

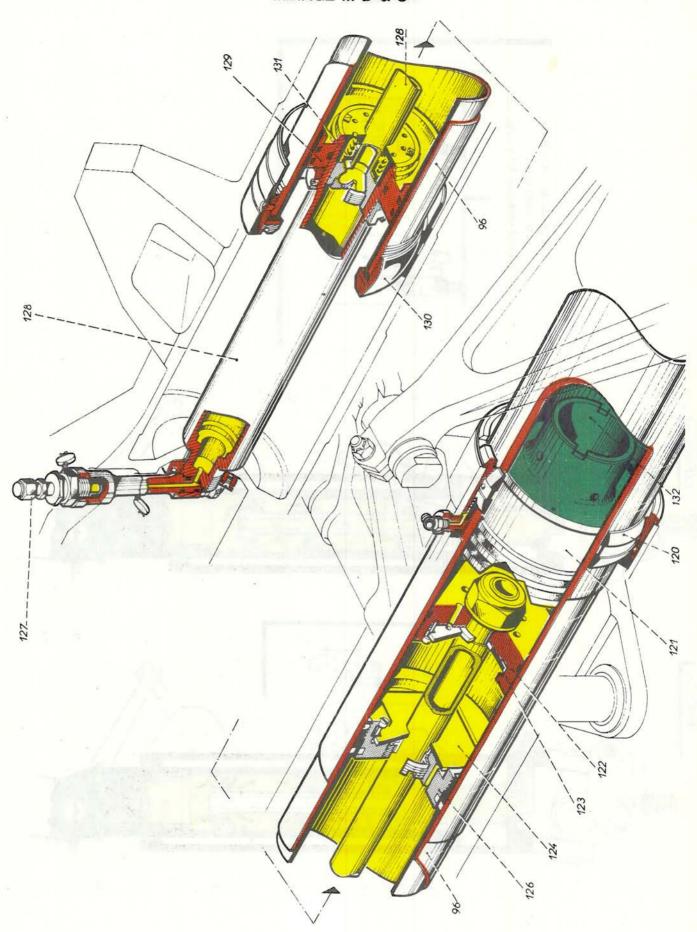


Figure 6-11 Main Undercarriage L/H - Shock-absorber

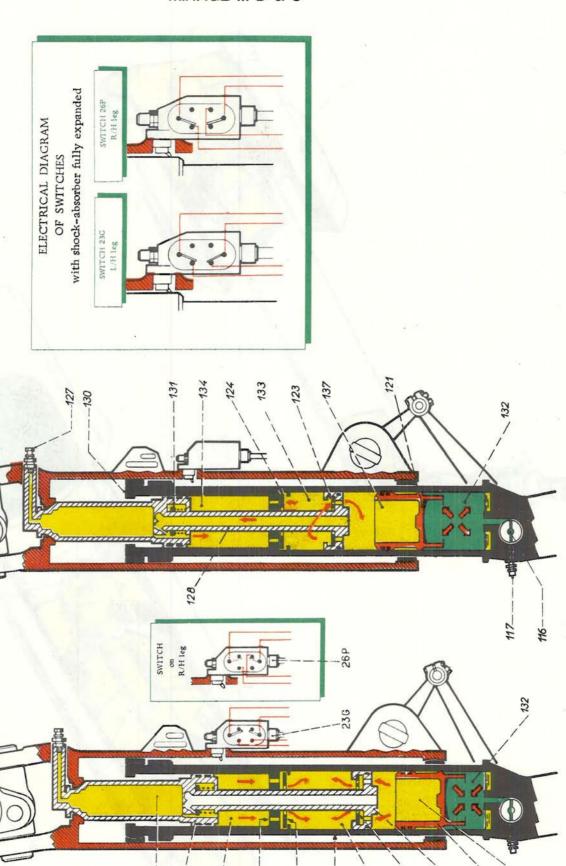


Figure 6-12 Main Undercarriage L/H - Shock-absorber Installation

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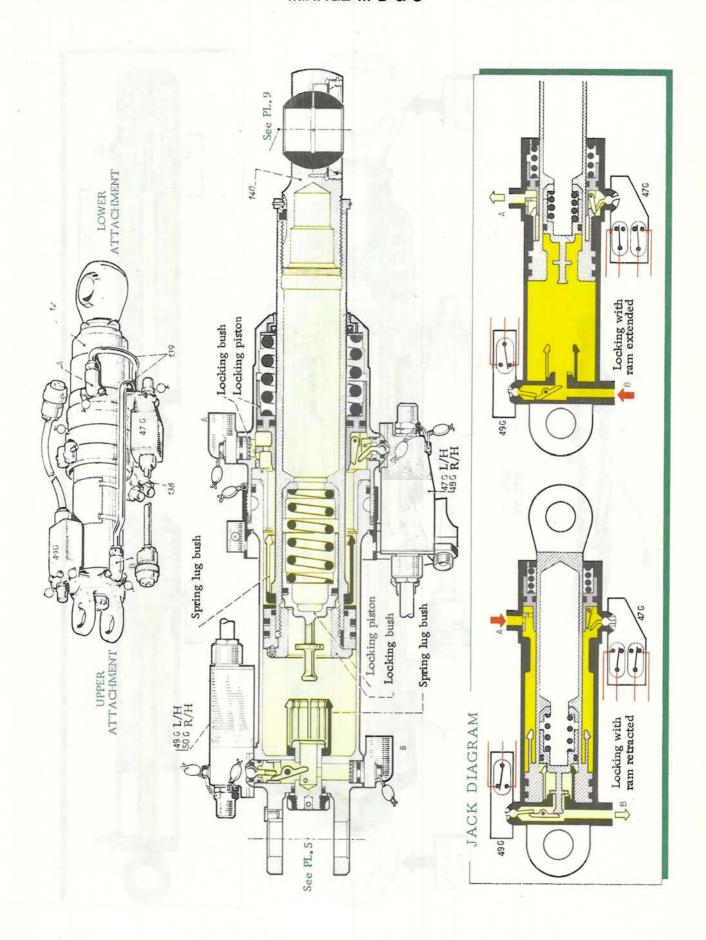


Figure 6-13 Main Undercarriage - Longitudinal Jack

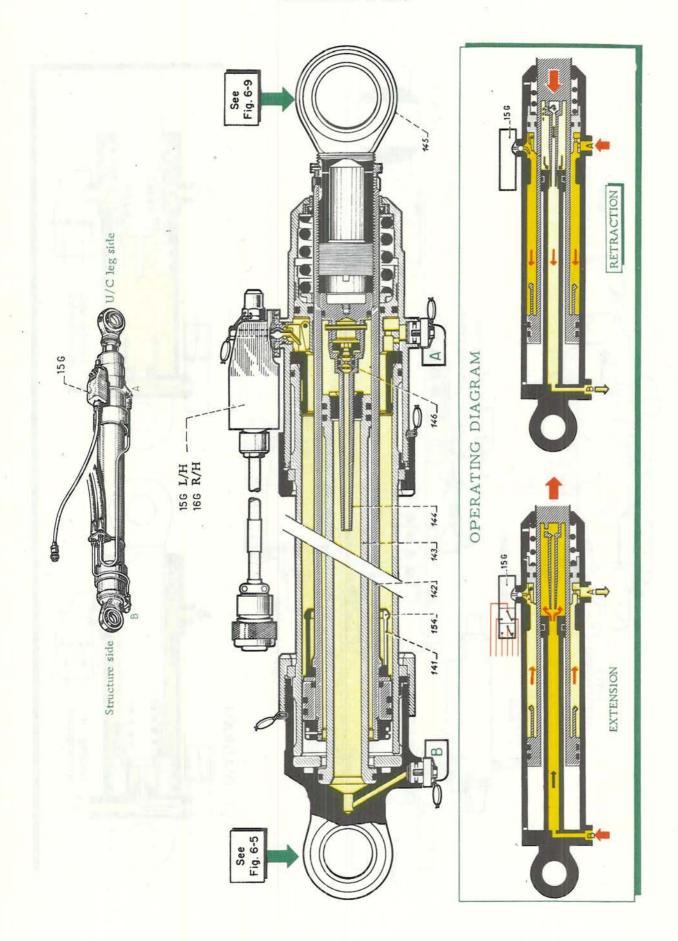


Figure 6-14 Main Undercarriage - Lateral Jack

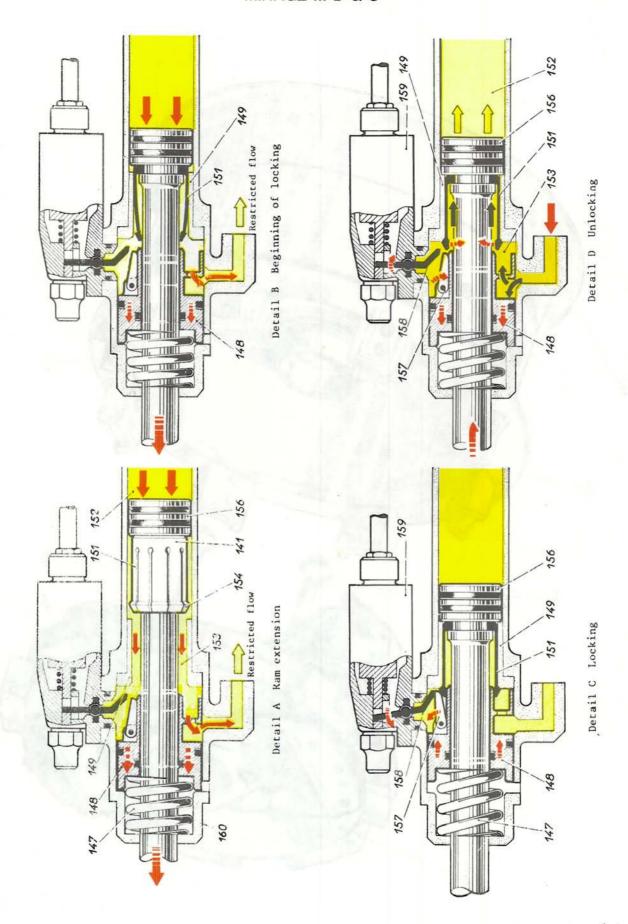


Figure 6-15 Main Undercarriage - Jack Claw Lock - Principle of Operation

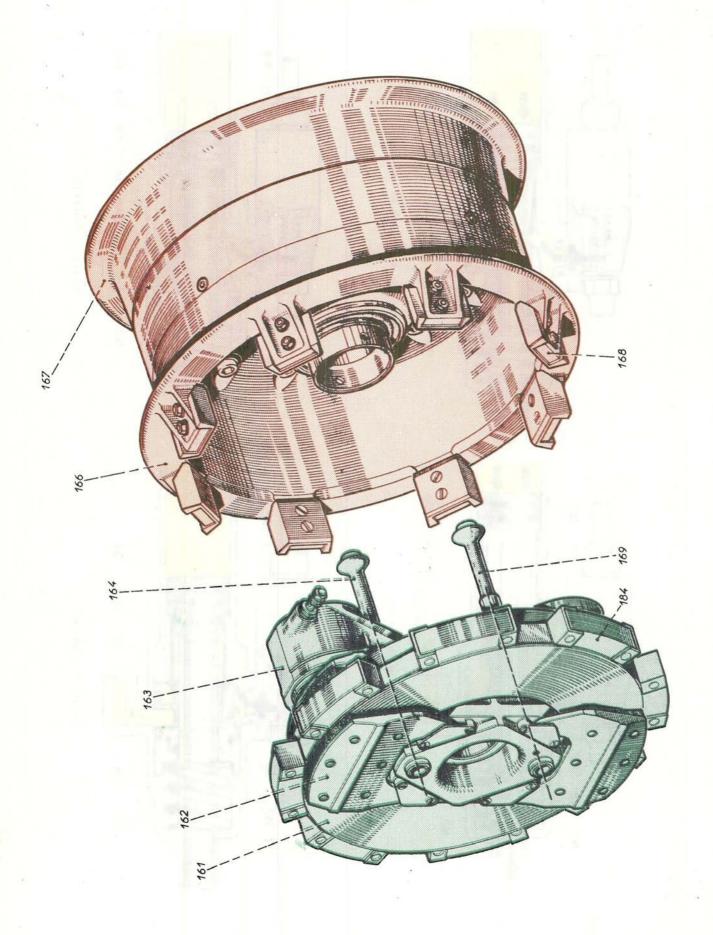


Figure 6-16 Main Undercarriage - Wheel and Brake Assembly

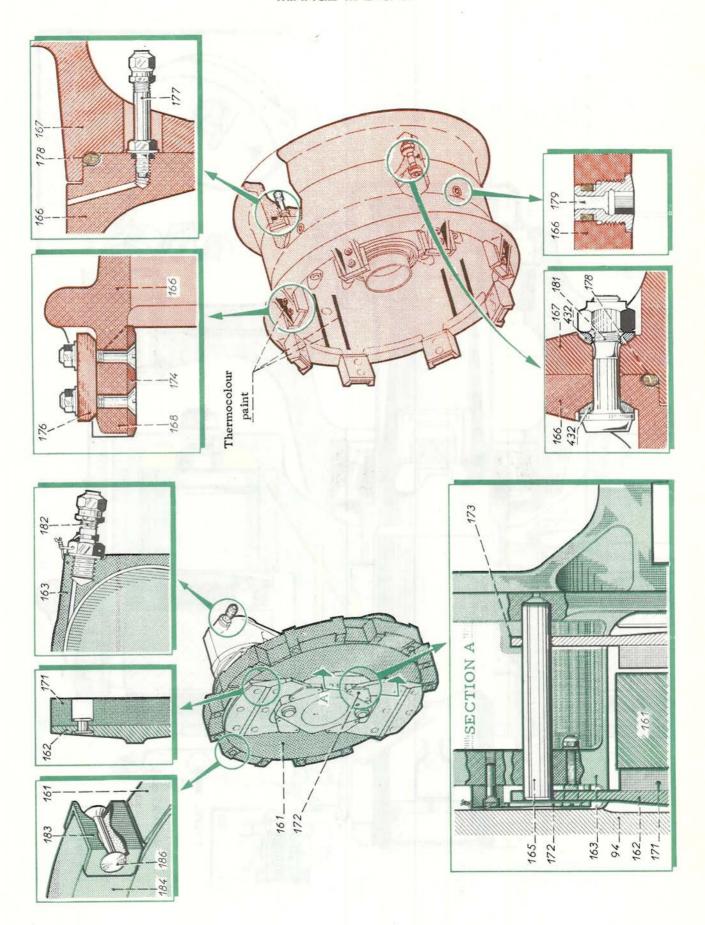


Figure 6-17 Main Undercarriage - Wheel and Brake Details

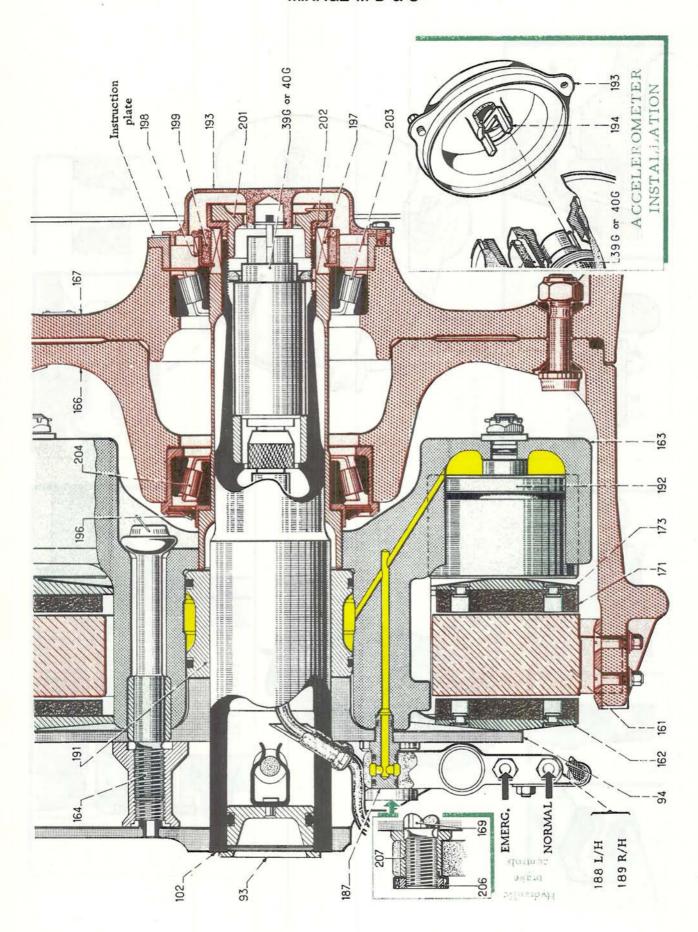


Figure 6-18 Main Undercarriage - Wheel and Brake Installation on Axle

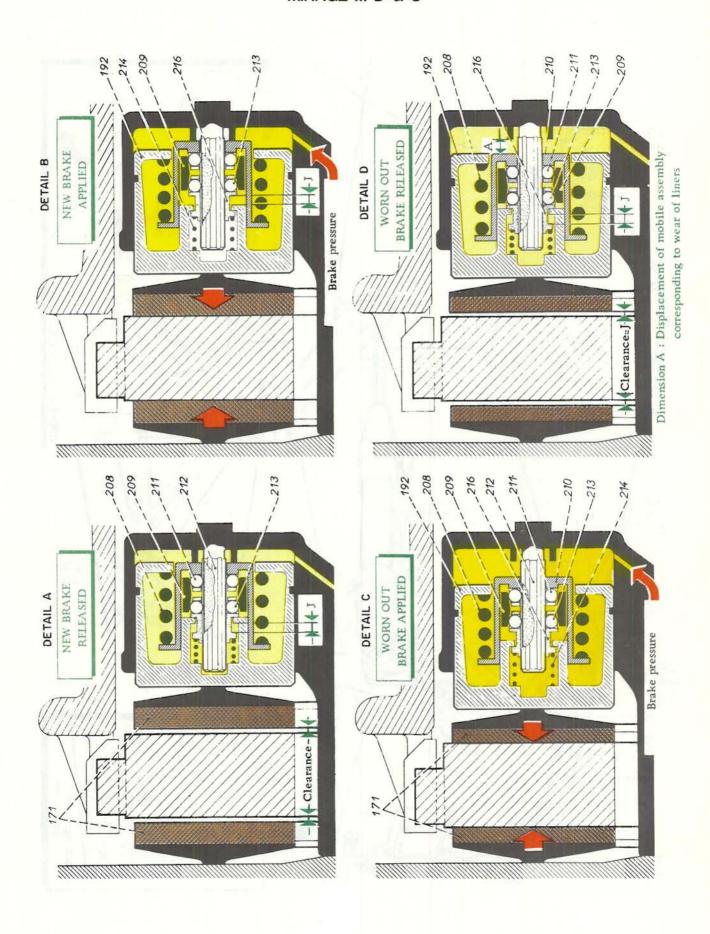


Figure 6-19 Main Undercarriage - Brake Operation

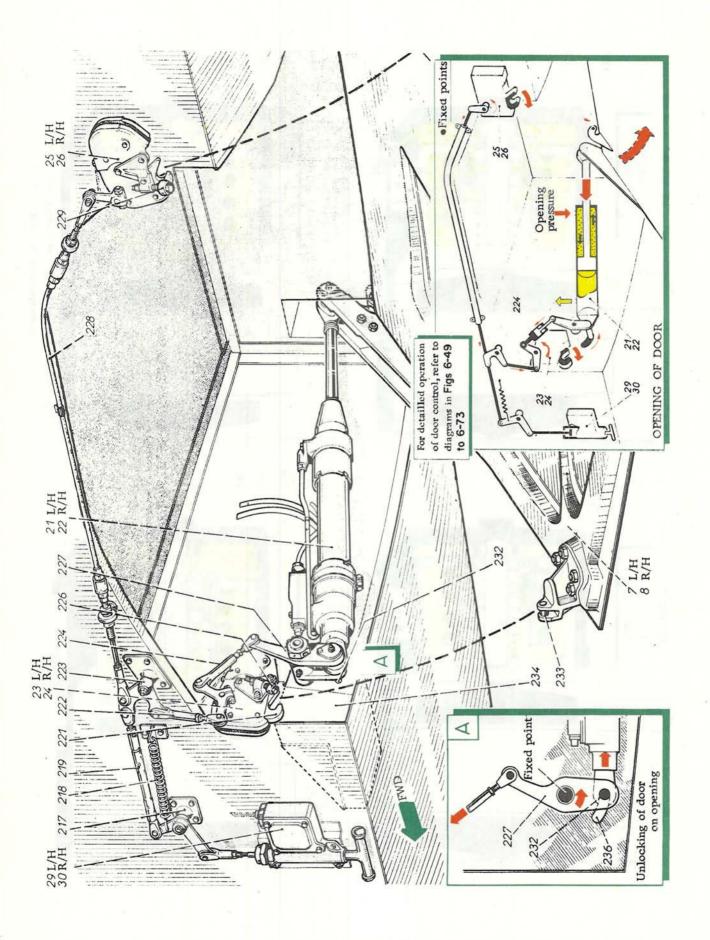


Figure 6-20 Main Undercarriage - Door Control L/H

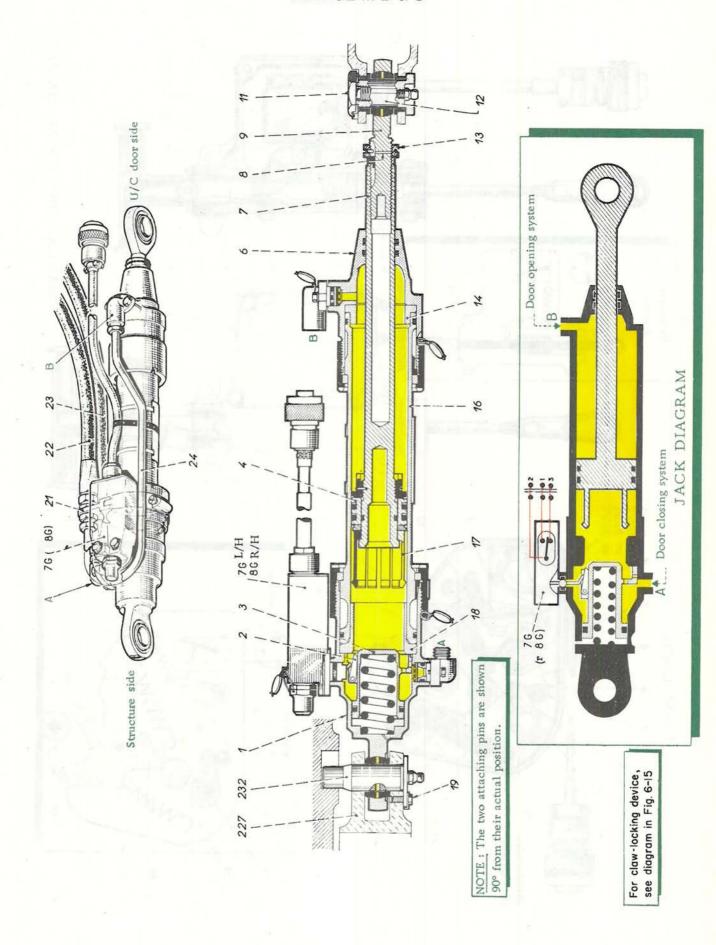


Figure 6-21 Main Undercarriage - Door Actuating Jack

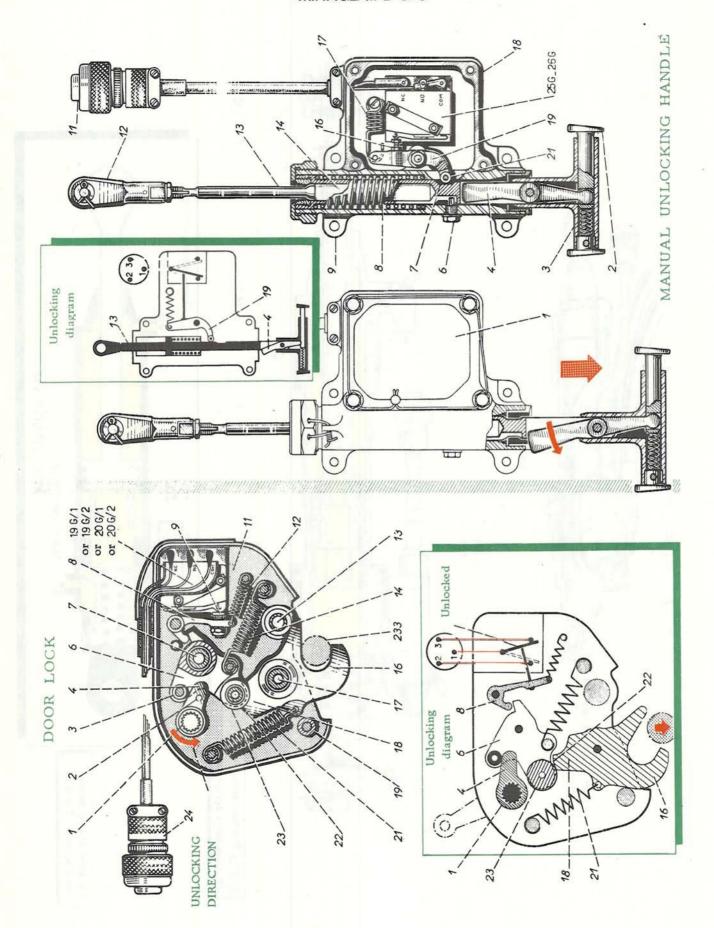


Figure 6-22 Main Undercarriage - Door Lock and Manual Unlocking

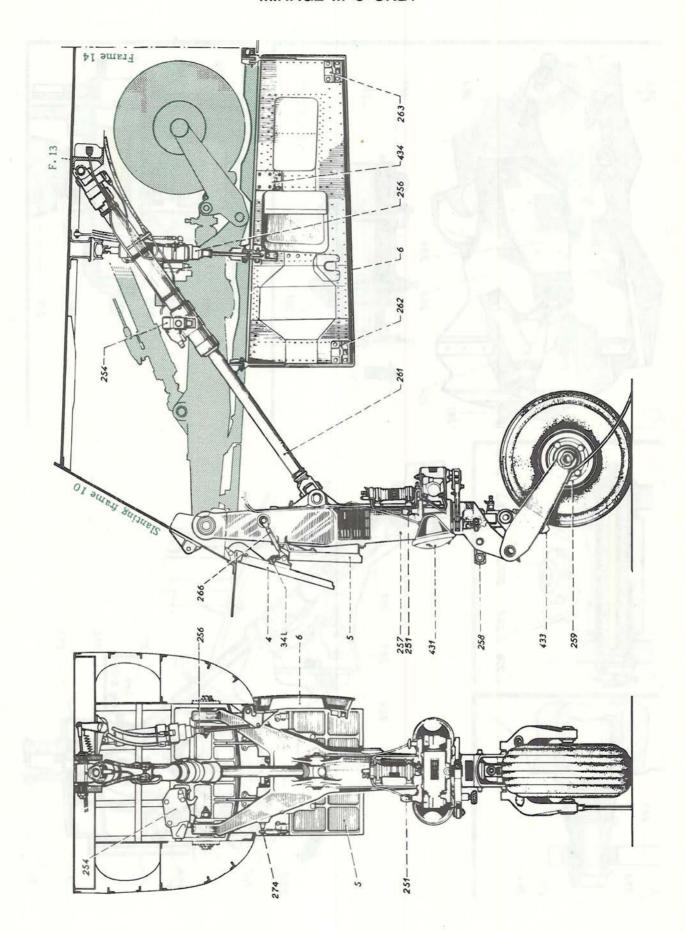


Figure 6-23 Nose Undercarriage Assembly - III 0

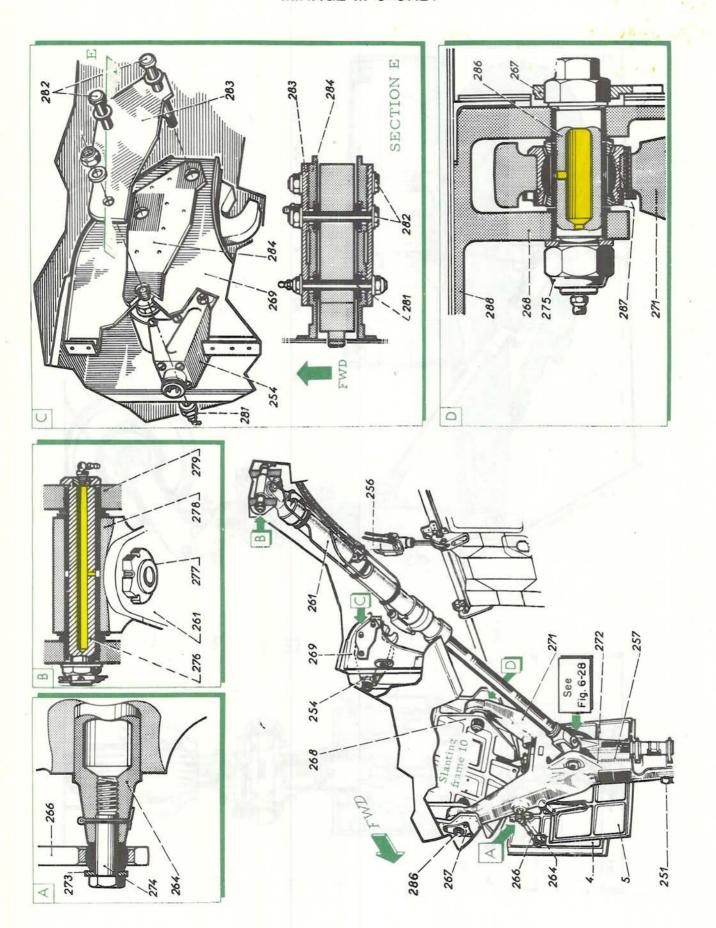


Figure 6-24 Nose Undercarriage Installation - III 0

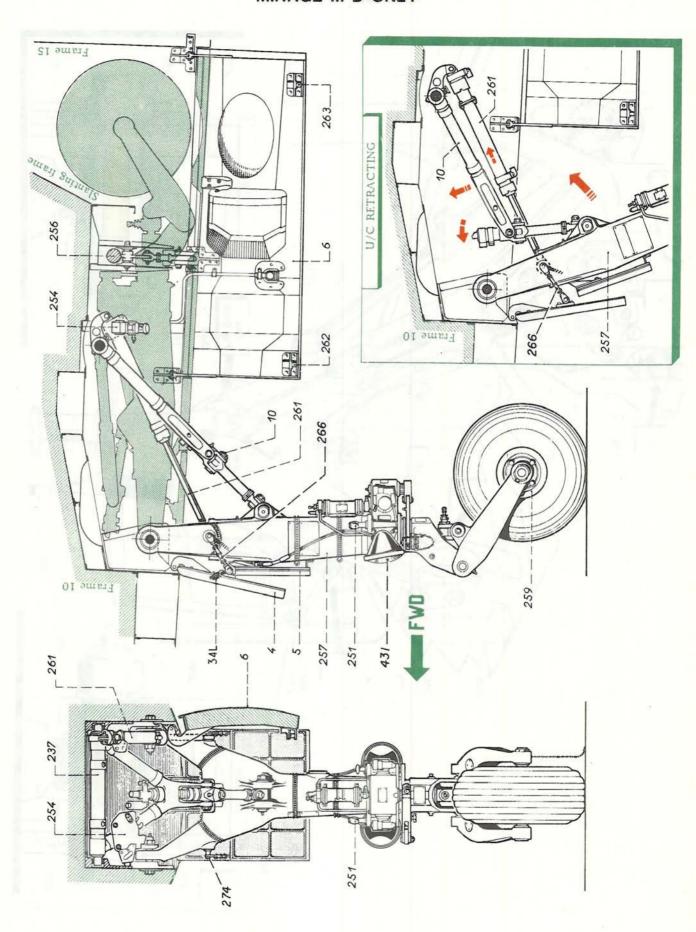


Figure 6-25 Nose Undercarriage Assembly - III D

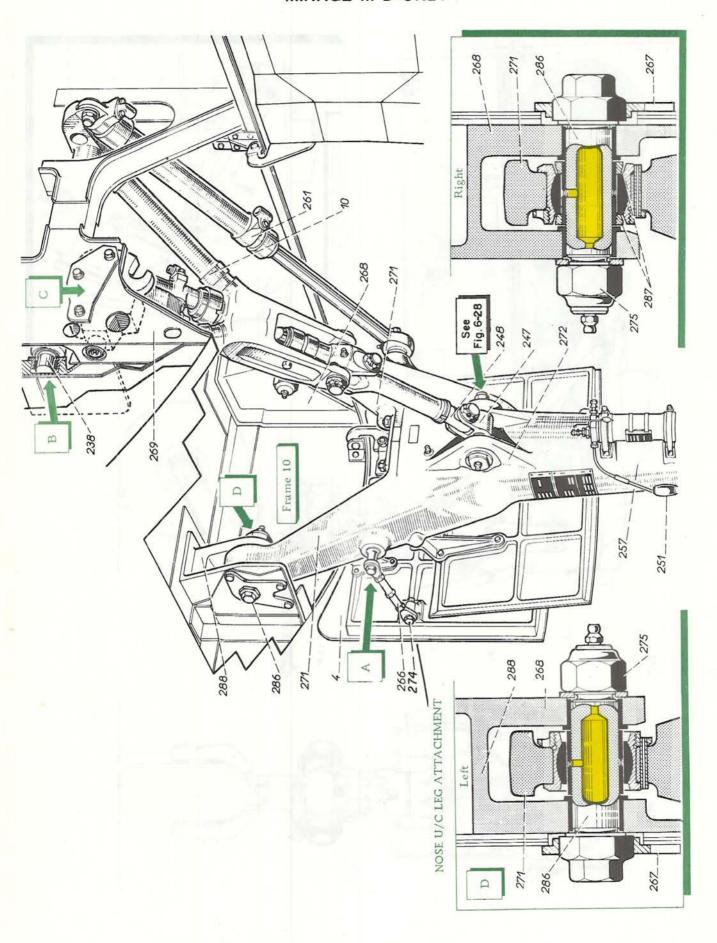


Figure 6-26 Nose Undercarriage Installation - III D

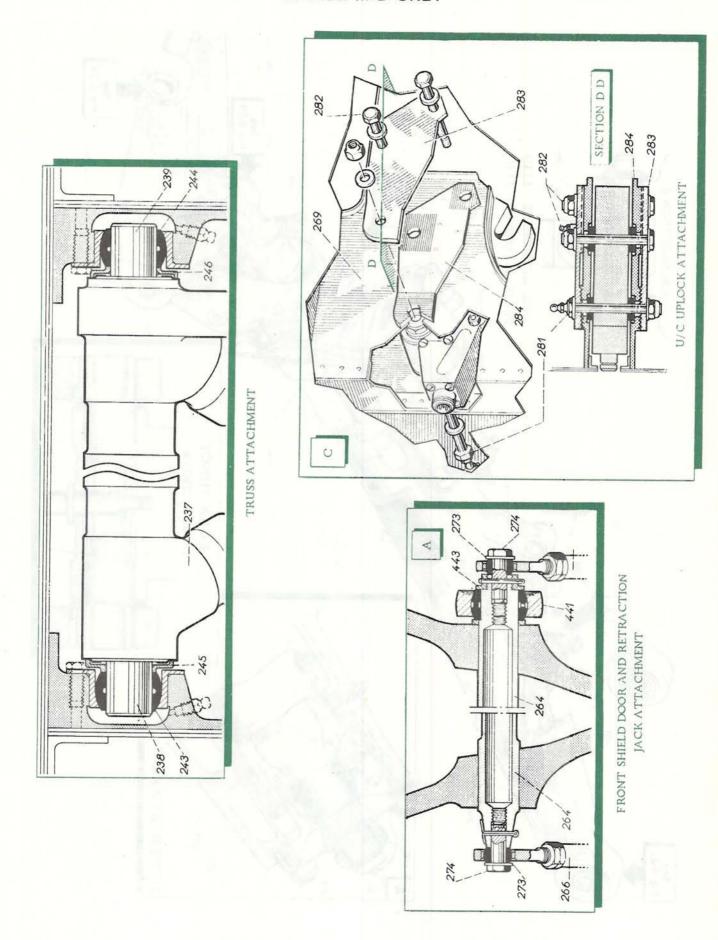


Figure 6-27 Nose Undercarriage Installation - III D

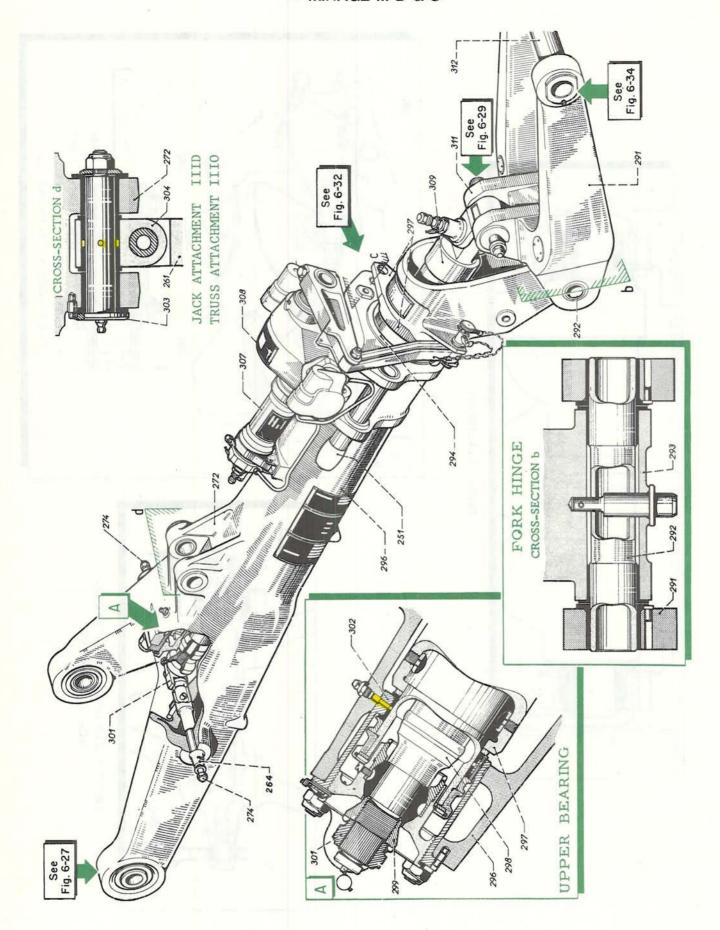


Figure 6-28 Nose Undercarriage Leg

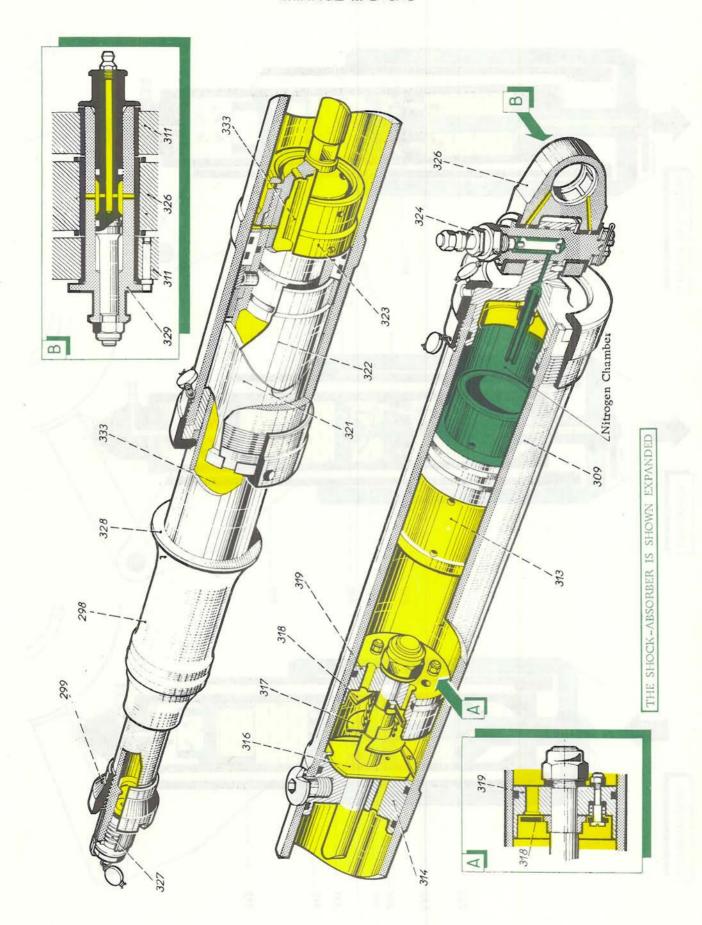


Figure 6-29 Nose Undercarriage Shock-absorber

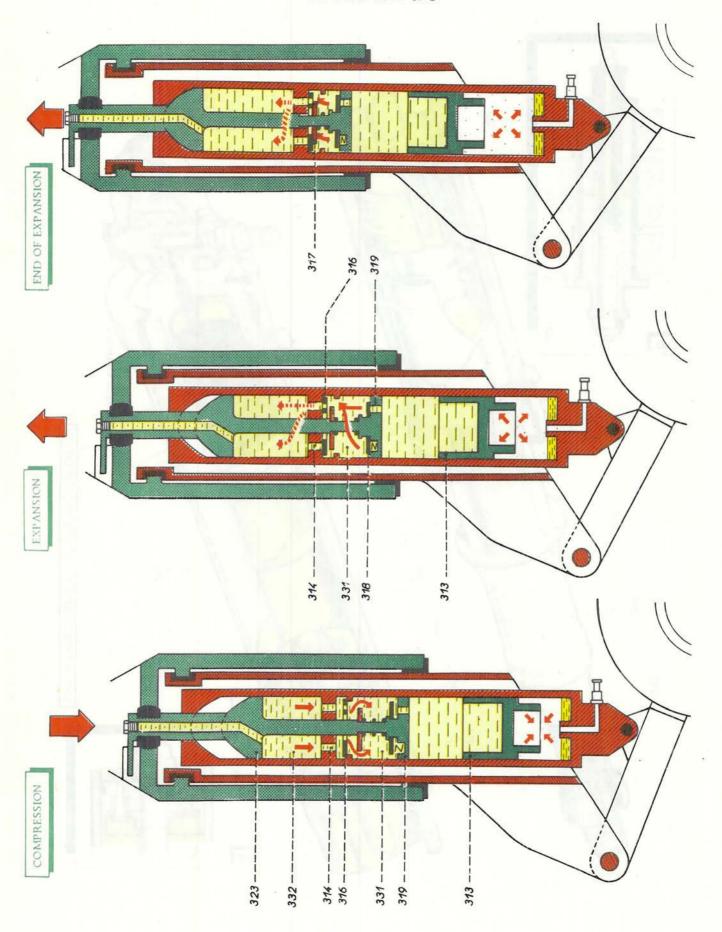


Figure 6-30 Nose Undercarriage - Operation of Shock-absorber and Self-centred

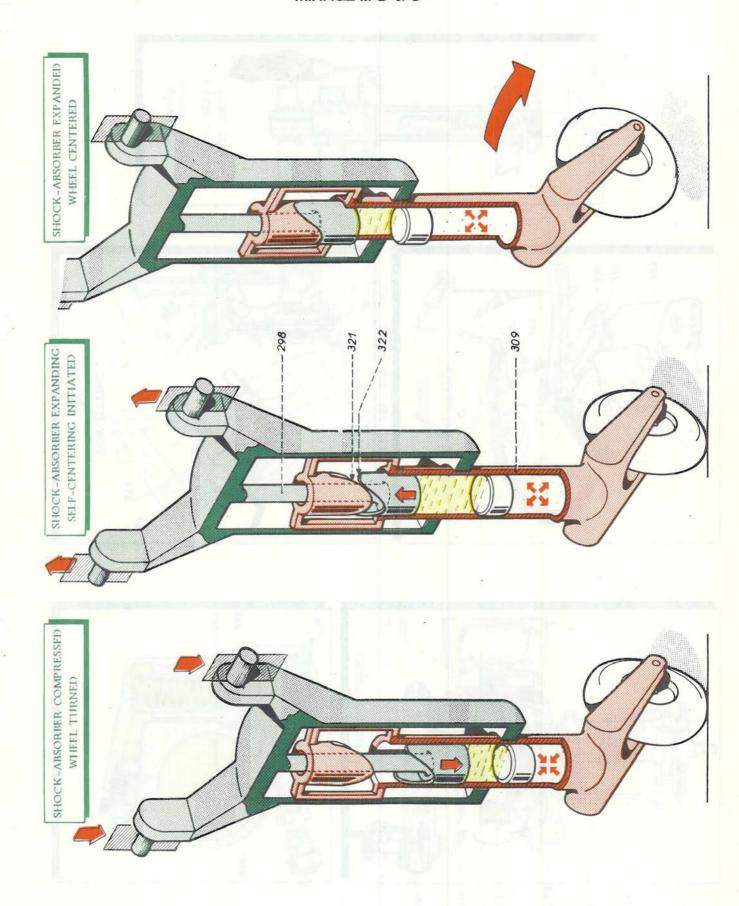


Figure 6-31 Nose Undercarriage - Operation of Self-centring

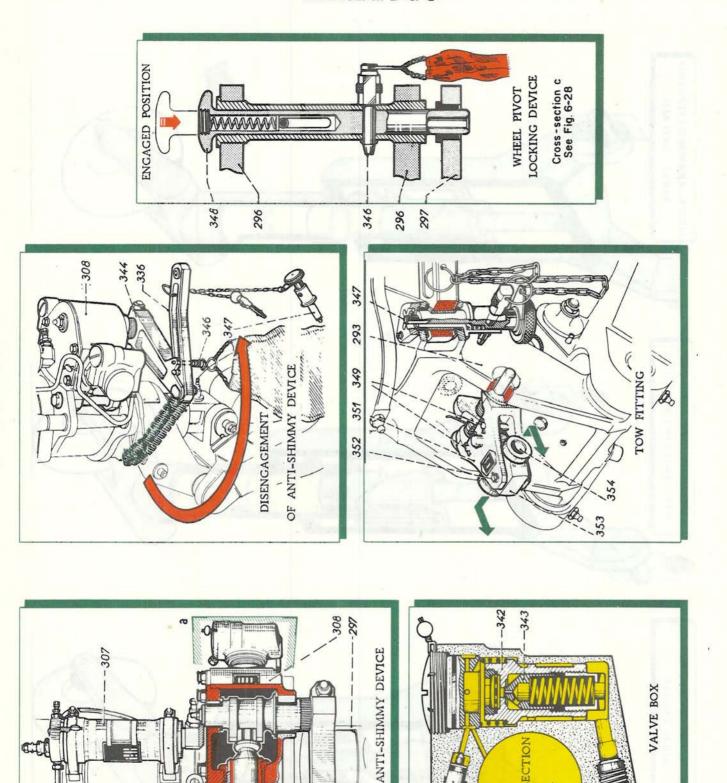


Figure 6-32 Nose Undercarriage - Anti-shimmy Installation

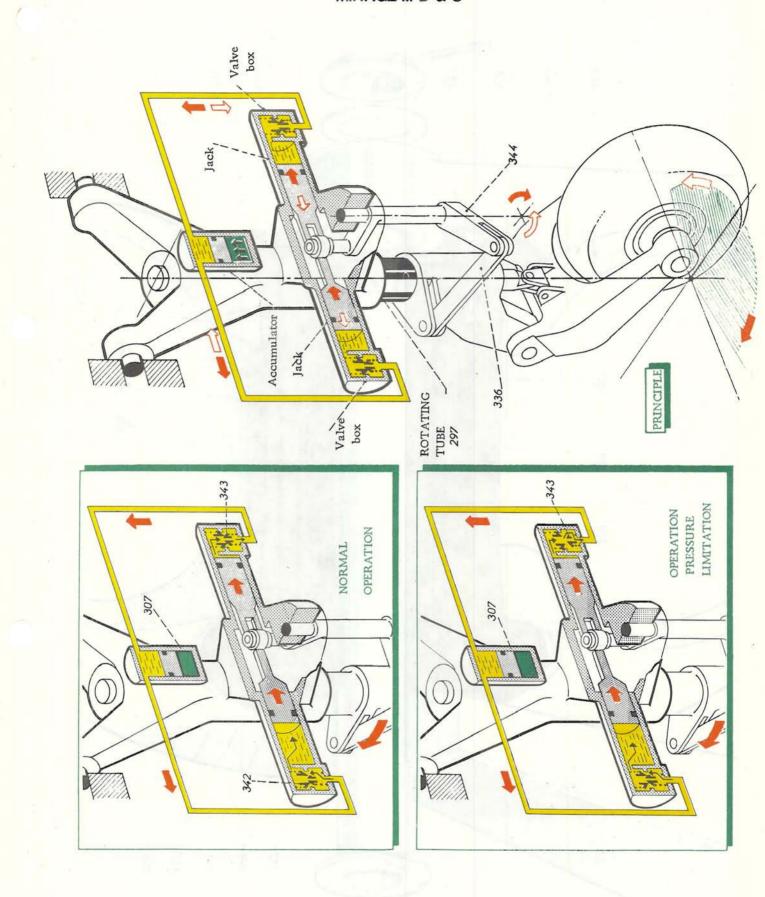


Figure 6-33 Nose Undercarriage - Anti-shimmy Operation

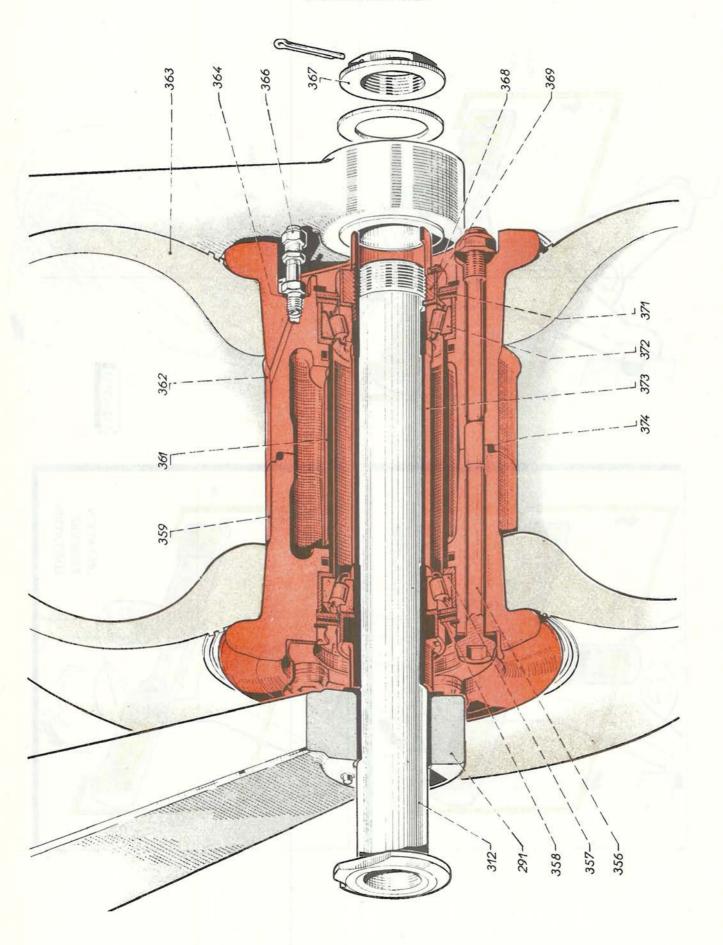


Figure 6-34 Nose Wheel

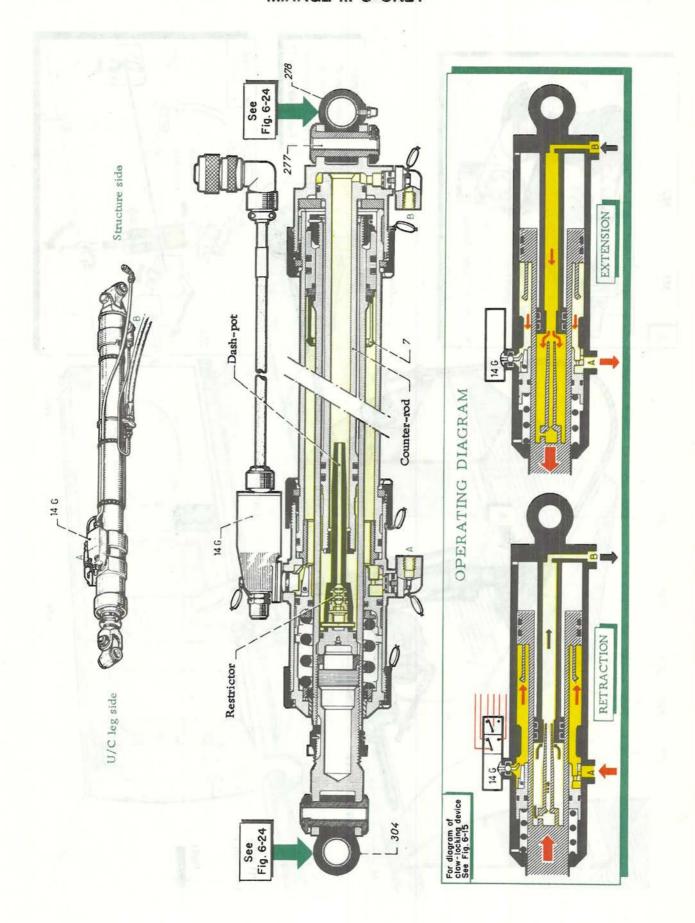


Figure 6-35 Nose Undercarriage Truss Jack - III 0

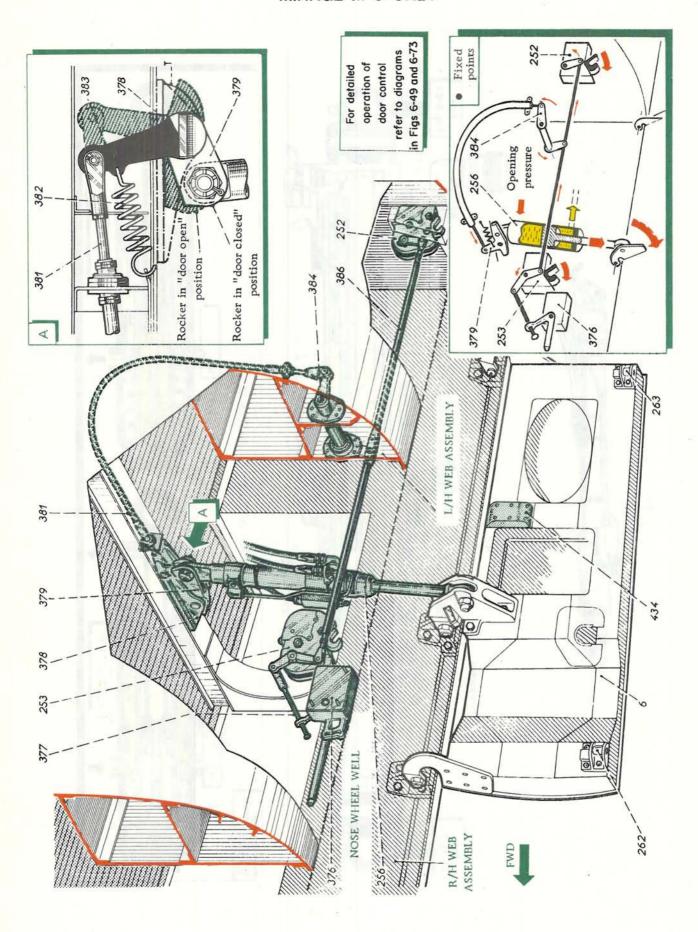


Figure 6-36 Nose Undercarriage Door Control - III O

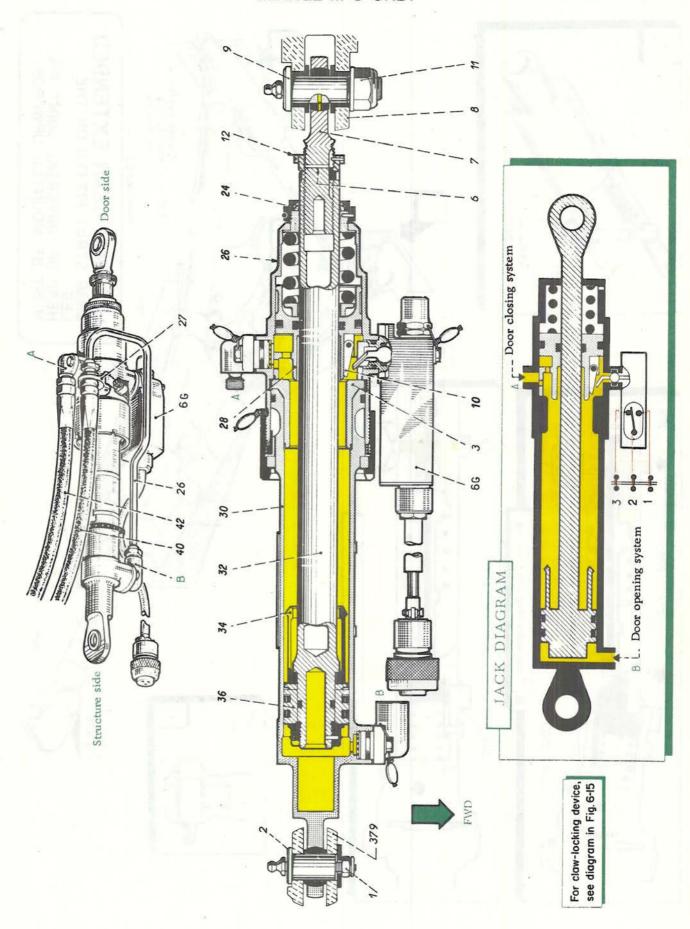


Figure 6-37 Nose Undercarriage Actuating Jack - III 0

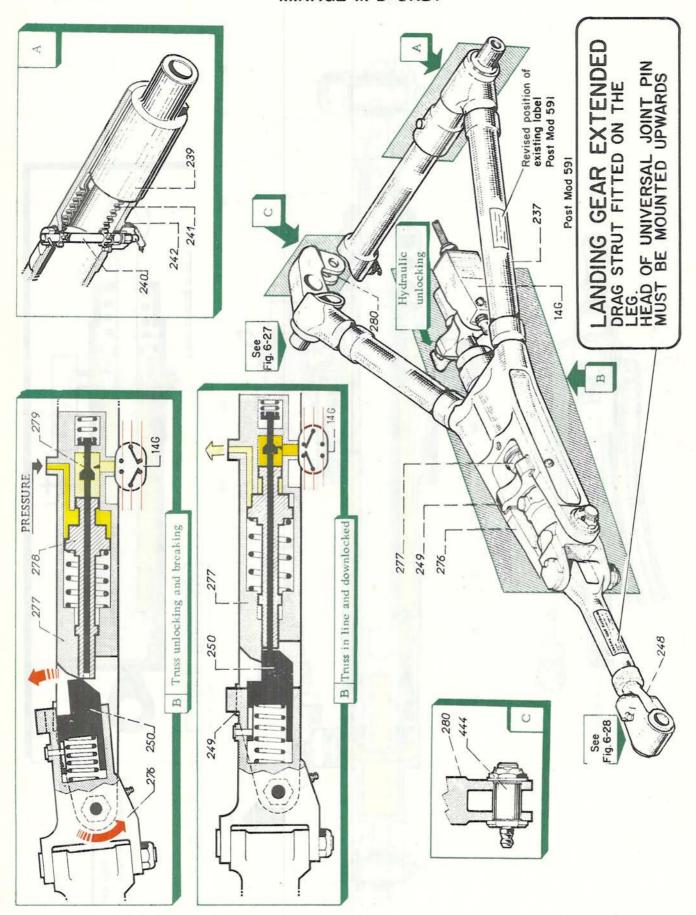


Figure 6-38 Nose Undercarriage Truss - III D

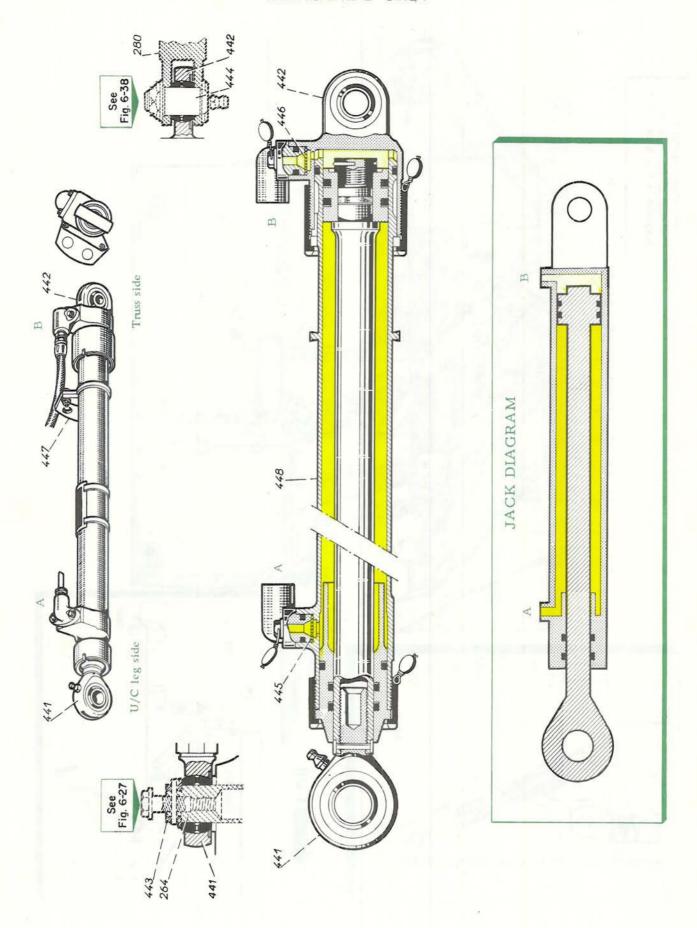


Figure 6-39 Nose Undercarriage Actuating Jack - III D

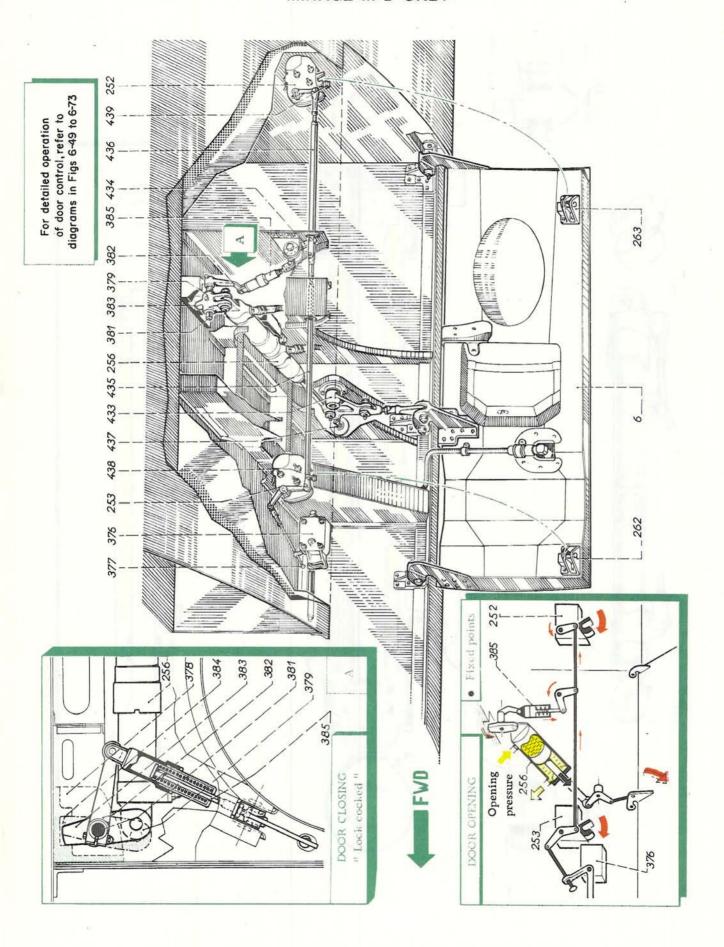


Figure 6-40 Nose Undercarriage Door Control - III D

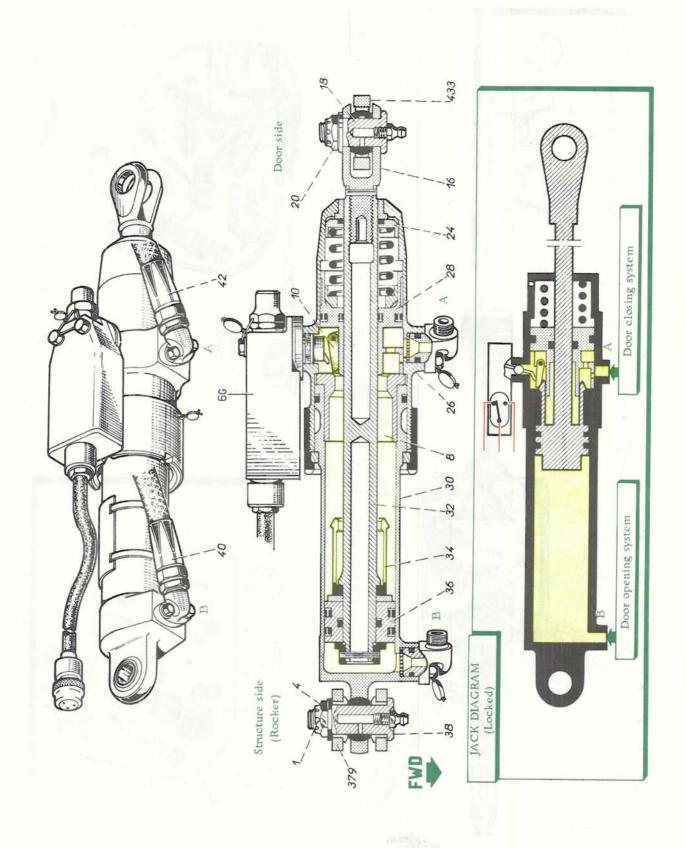


Figure 6-41 Nose Undercarriage Door Actuating Jack - III Dugit

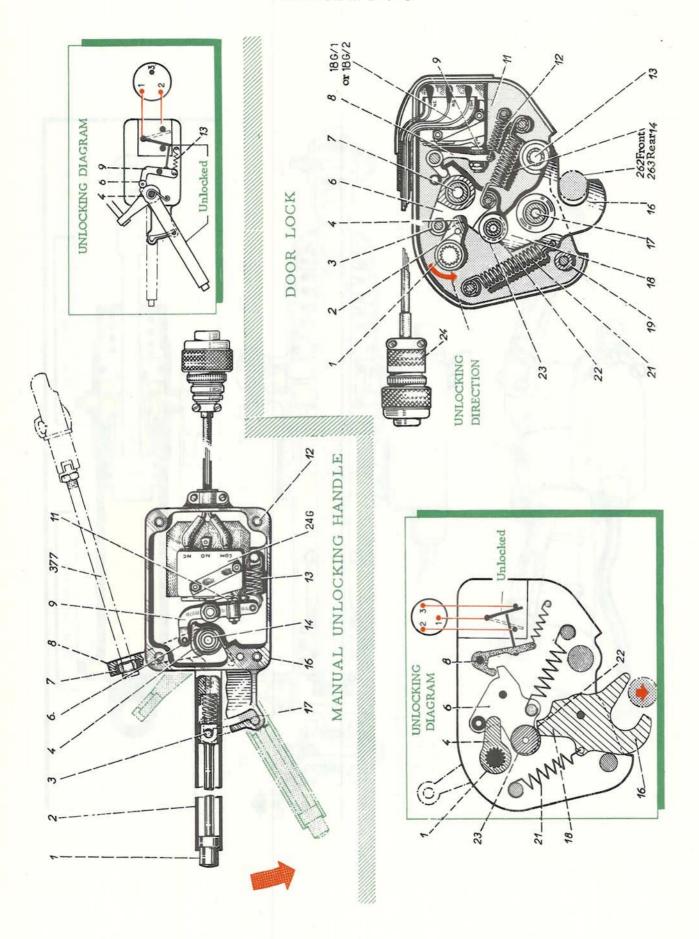


Figure 6-42 Nose Undercarriage Door Lock and Manual Unlocking System

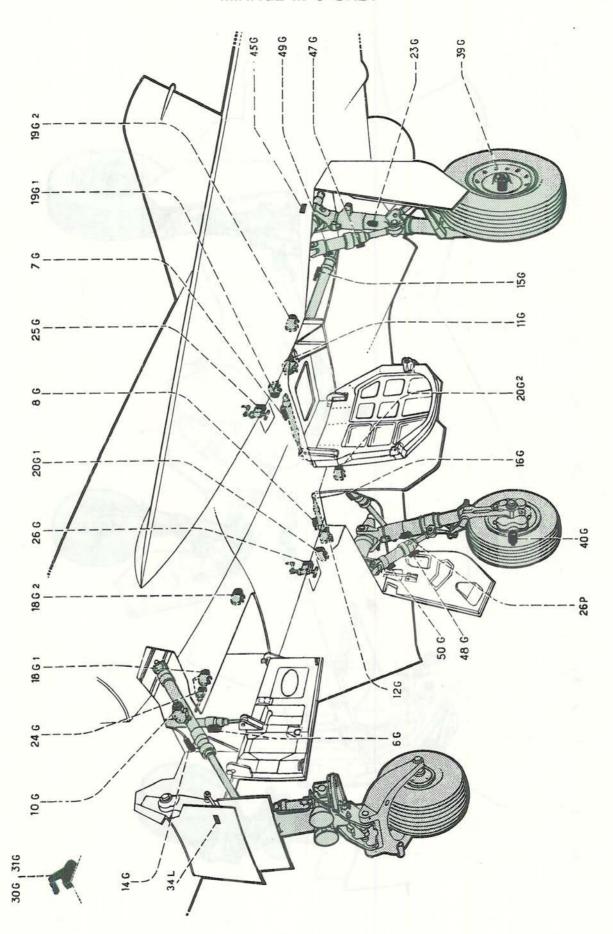


Figure 6-43 Undercarriage Control - Location of Micro-switches and Switches - III 0

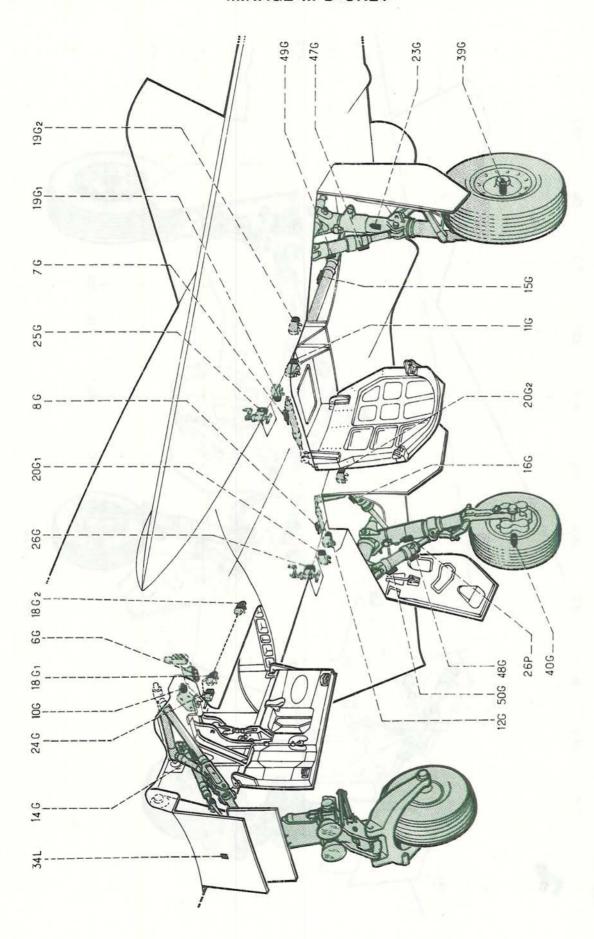


Figure 6-44 Undercarriage Control - Location of Micro-switches and Switches - III D

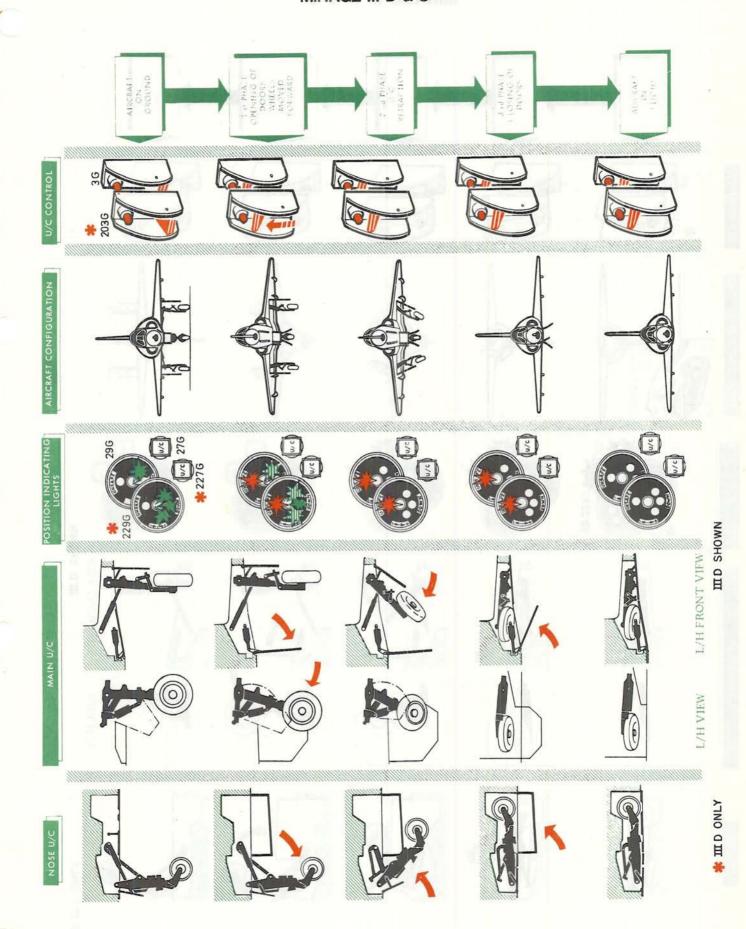


Figure 6-45 Normal Undercarriage Control - Retraction Sequence

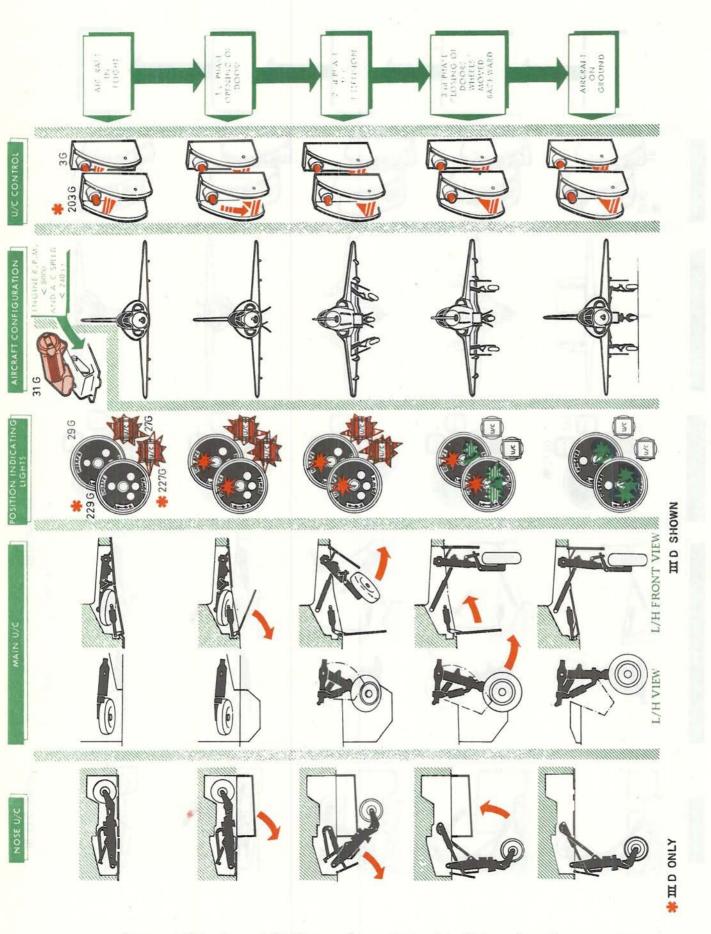


Figure 6-46 Normal Undercarriage Control - Extension Sequence

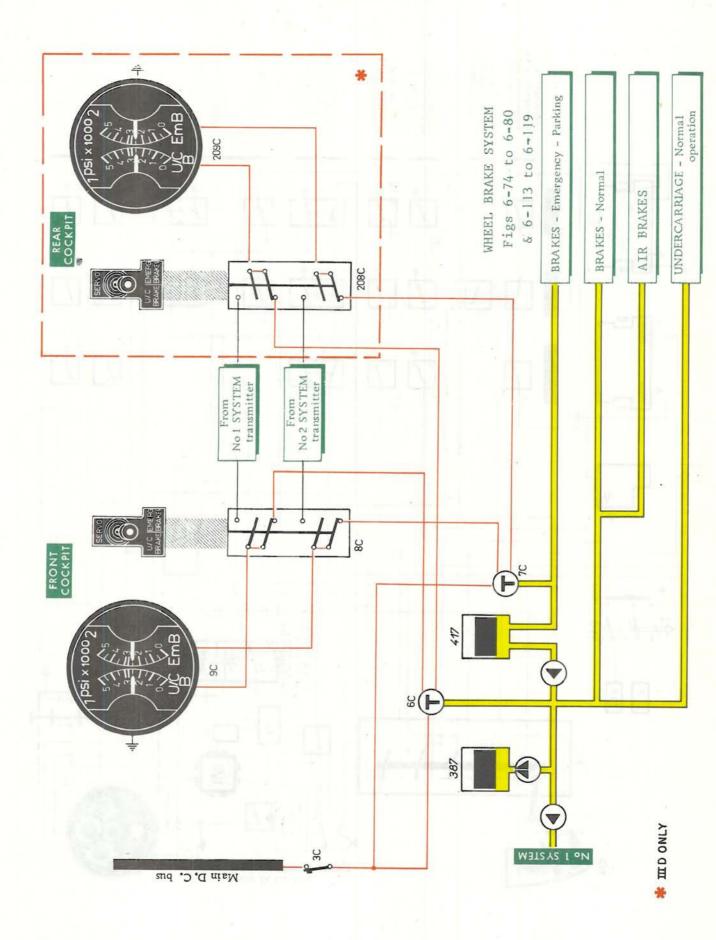


Figure 6-47 Hydraulic Pressure Indicating System

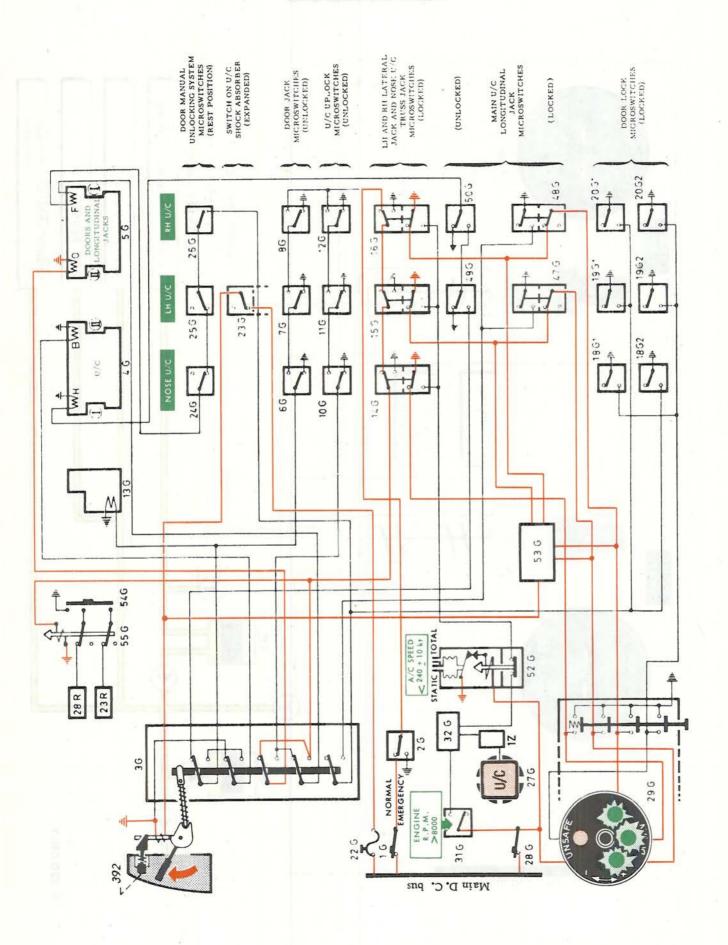


Figure 6-48 Normal Undercarriage Control - Retraction
- 1st Phase - Electrical Control - III 0

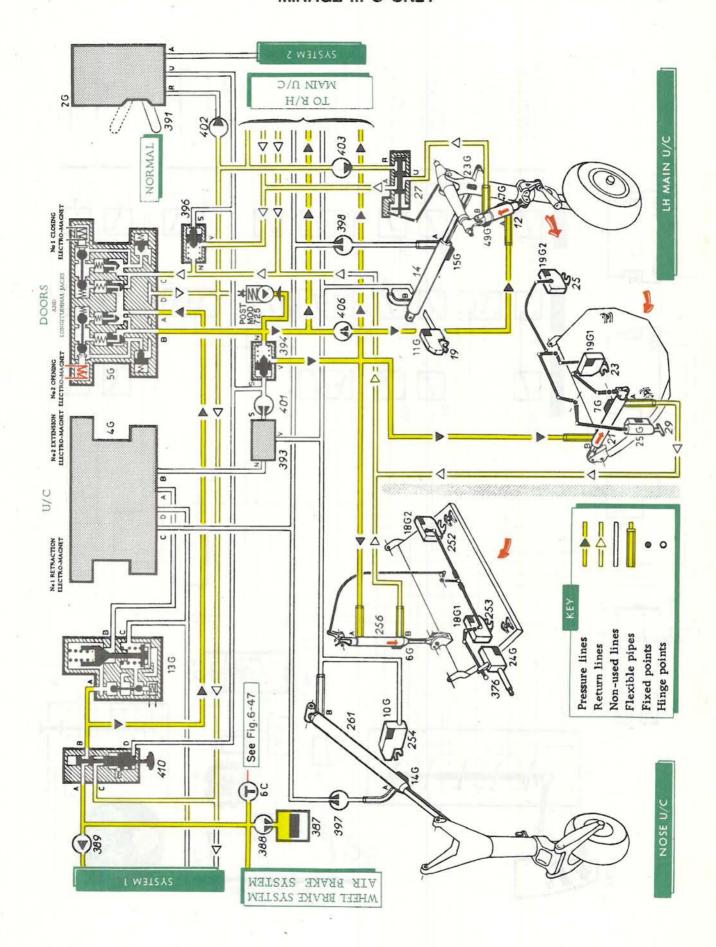


Figure 6-49 Normal Undercarriage Control - Retraction 1st Phase - Main Wheel Forward Motion and Door Opening III 0

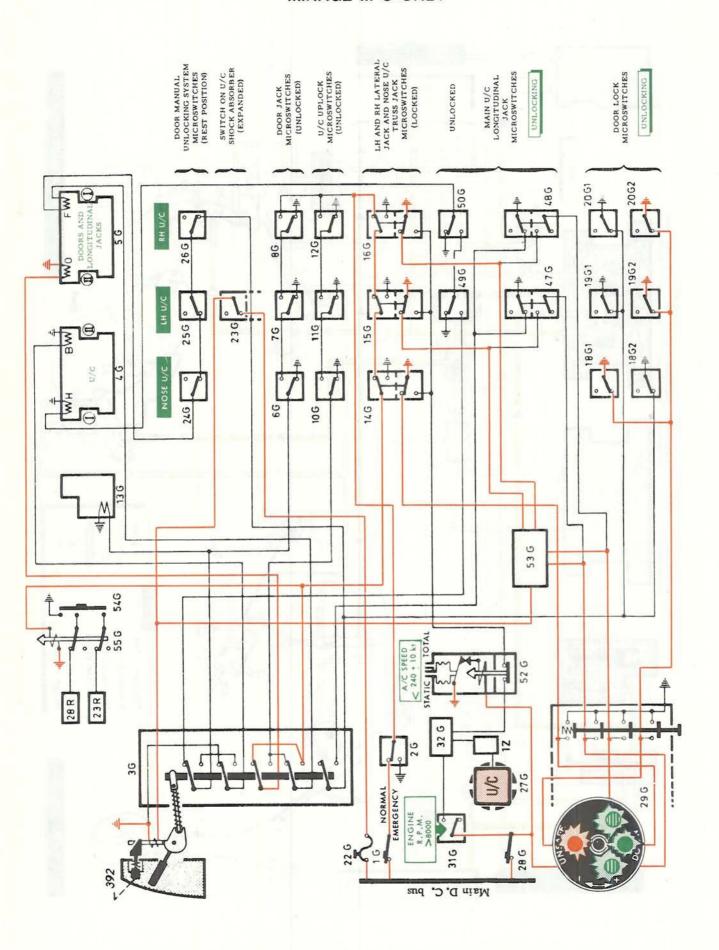


Figure 6-50 Normal Undercarriage Control - Retraction 1st Phase - Electrical Position Indication at Start of Sequence - III 0

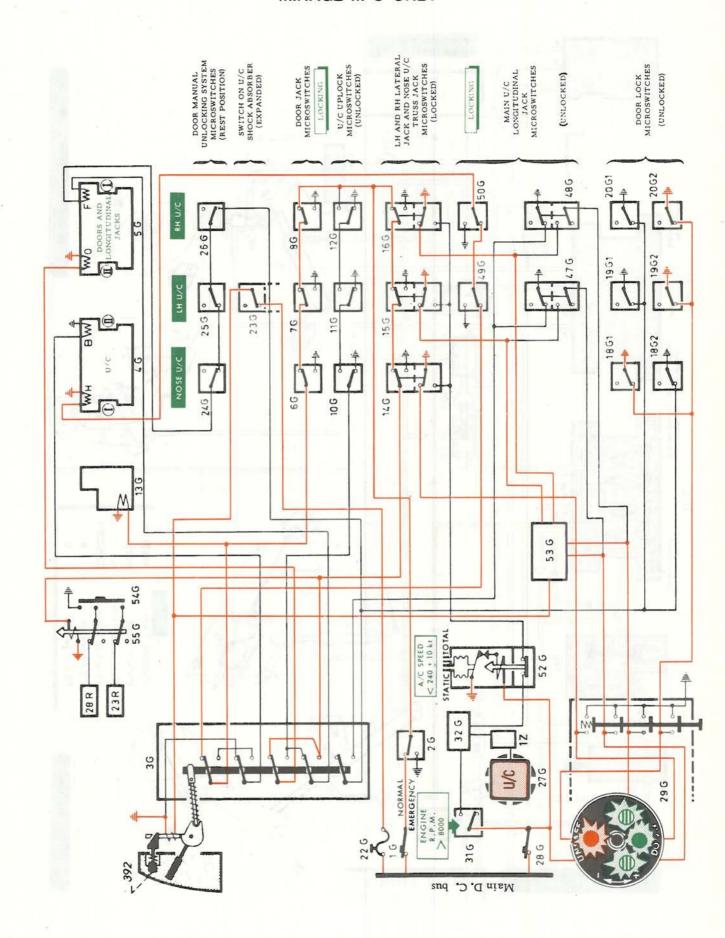


Figure 6-51 Normal Undercarriage Control - Retraction 2nd Phase - Electrical Control - III 0

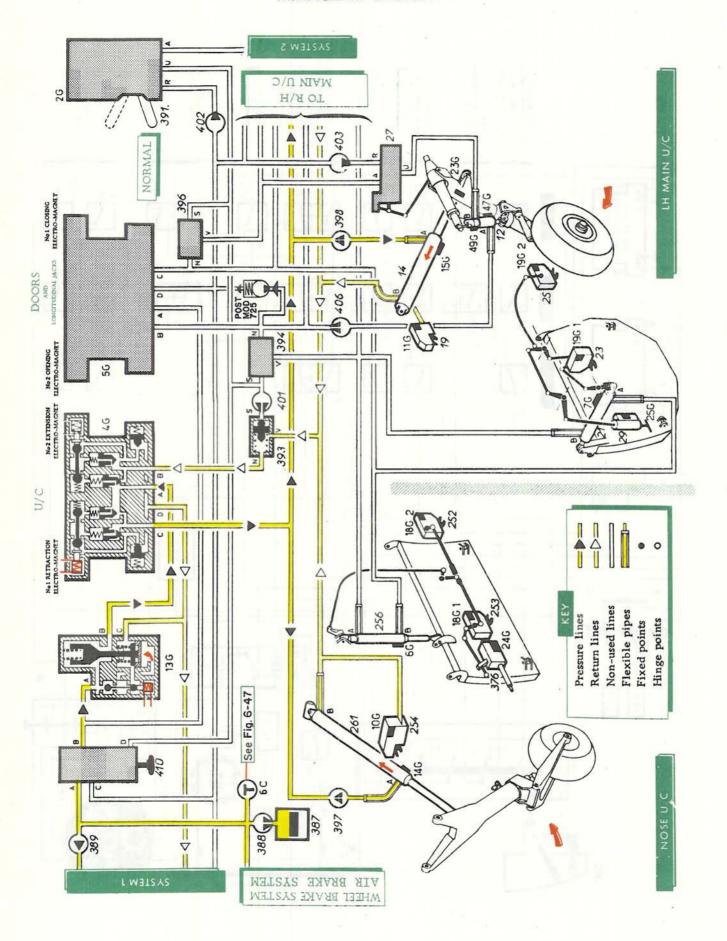


Figure 6-52 Normal Undercarriage Control - Retraction 2nd Phase - Retraction of Undercarriage - III 0

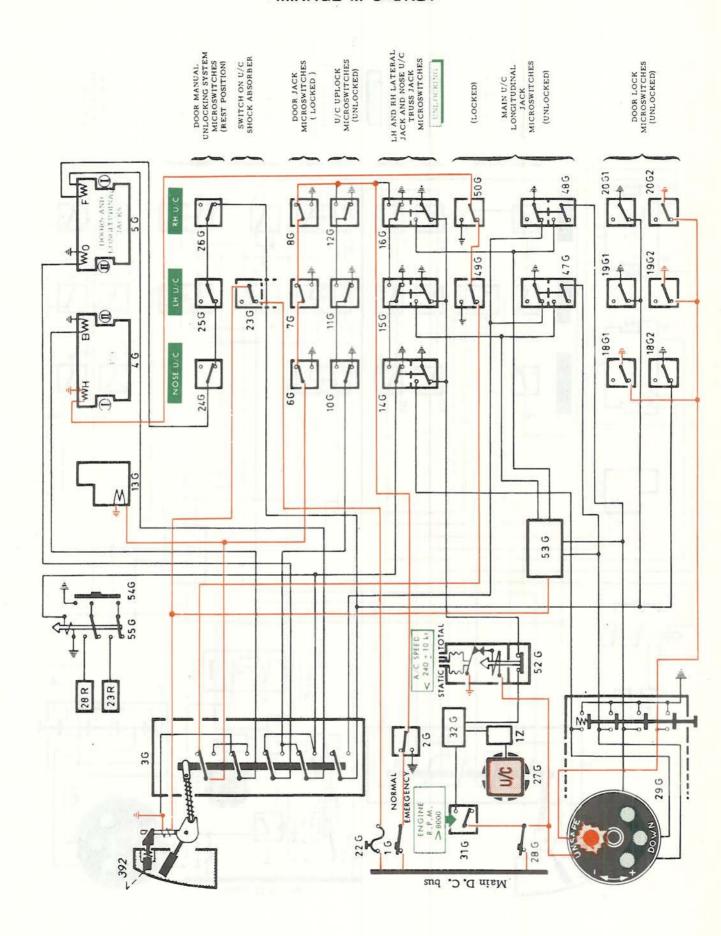


Figure 6-53 Normal Undercarriage Control - Retraction 2nd Phase - Electrical Position Indication at Start of Sequence - III O

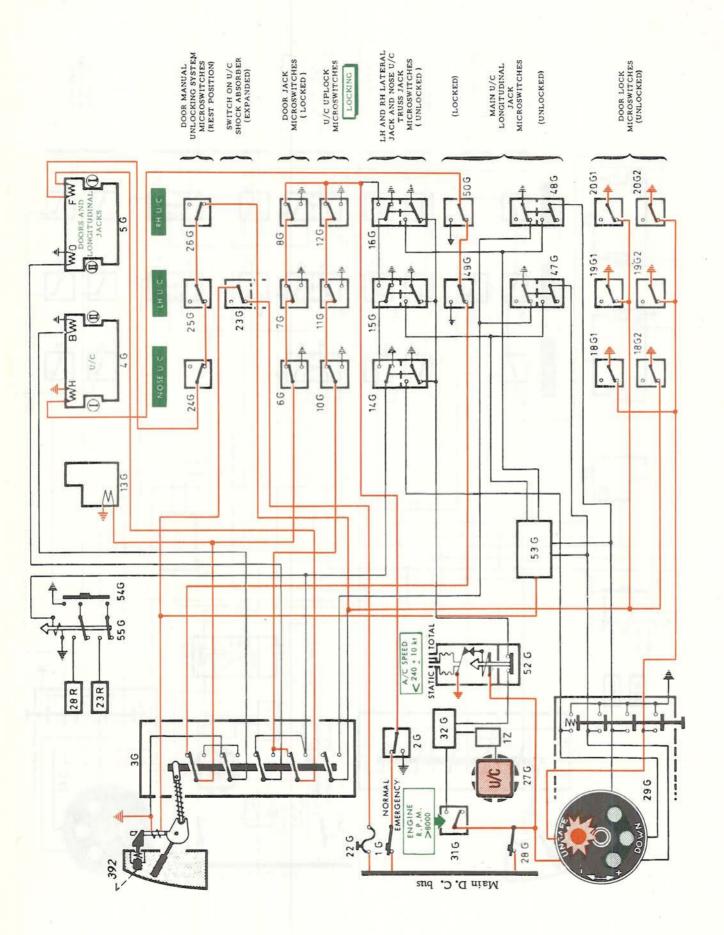


Figure 6-54 Normal Undercarriage Control - Retraction 3rd Phase
- Electrical Control - III 0

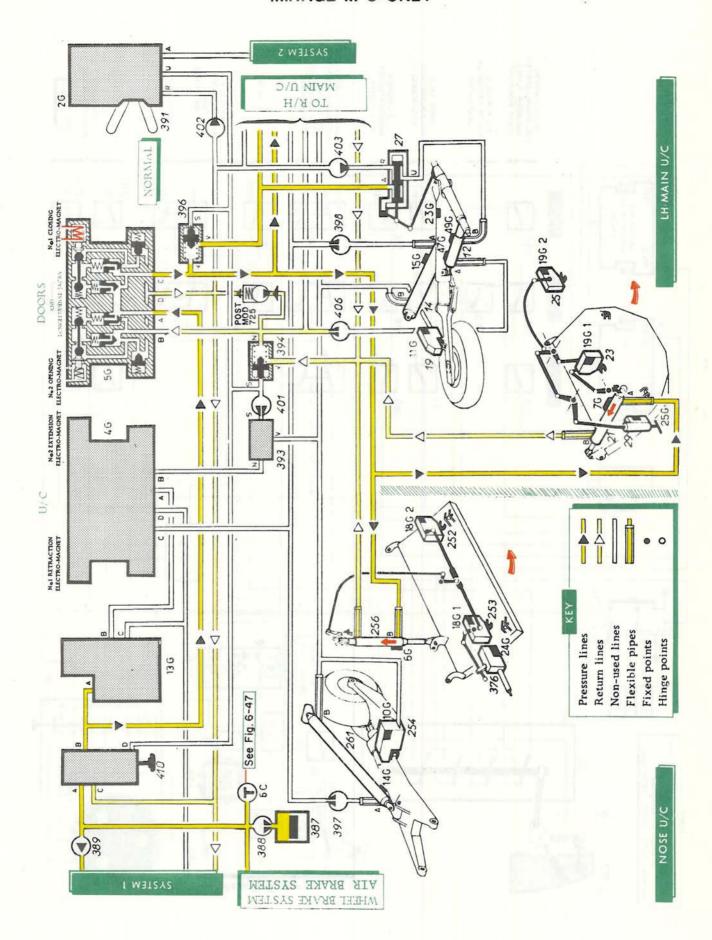


Figure 6-55 Normal Undercarriage Control - Retraction 3rd Phase - Door Closing - III 0

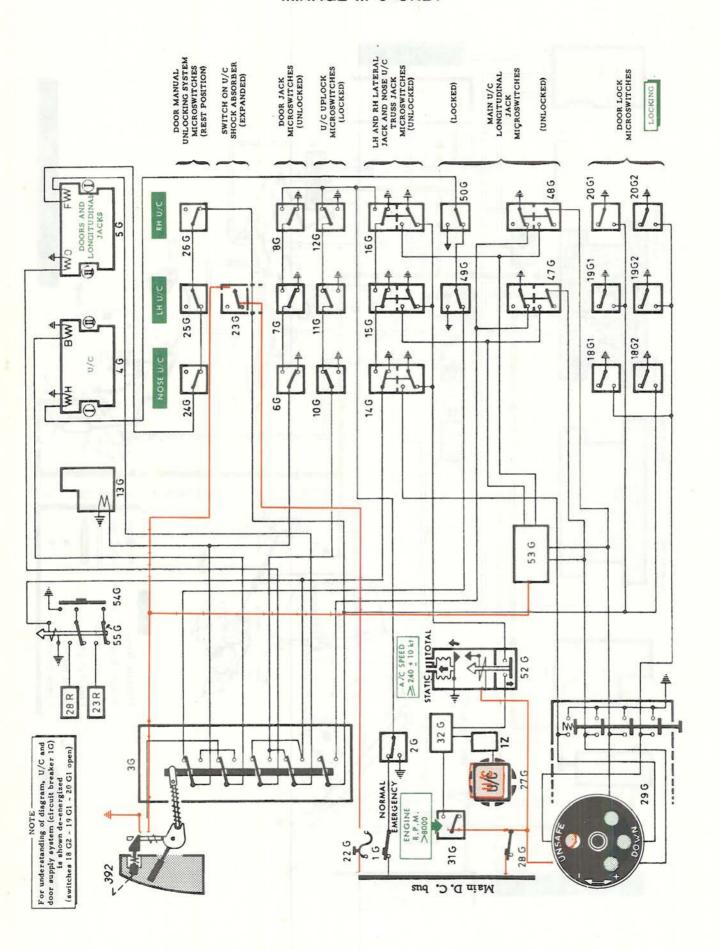


Figure 6-56 Normal Undercarriage Control - Retraction 3rd Phase - Electrical Position Indication at End of Sequence - III 0

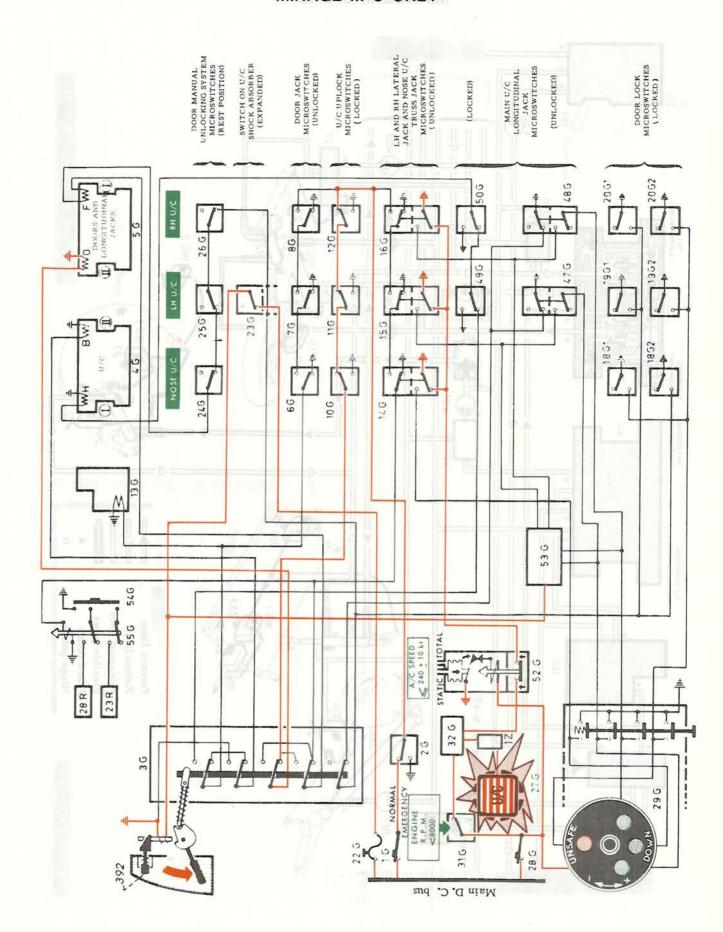


Figure 6-57 Normal Undercarriage Control - Extension 1st Phase - Electrical Control - III 0

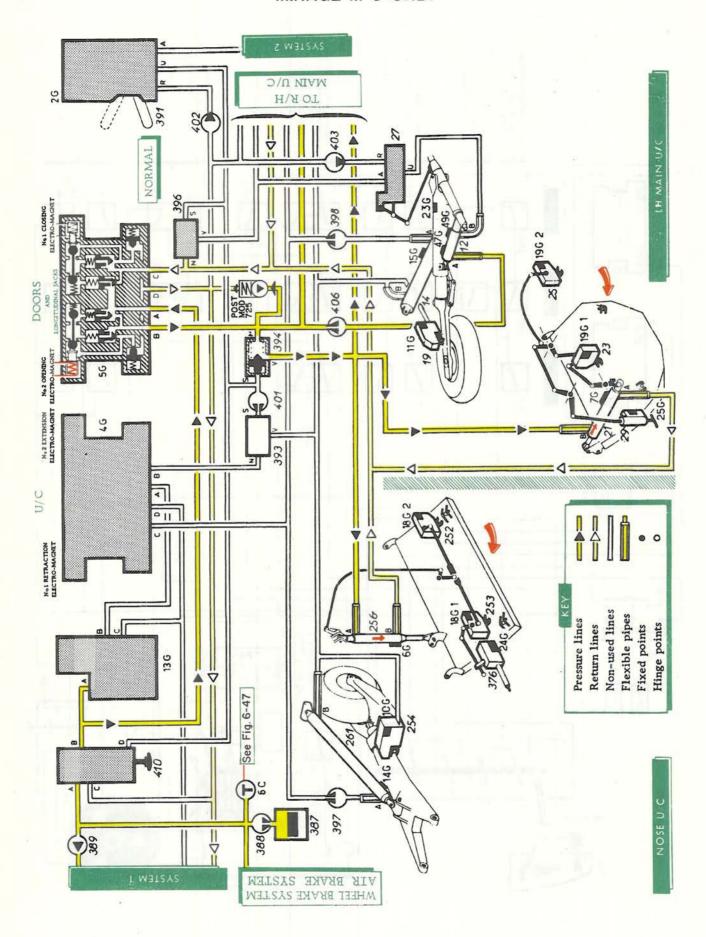


Figure 6-58 Normal Undercarriage Control - Extension 1st Phase - Door Opening - III O

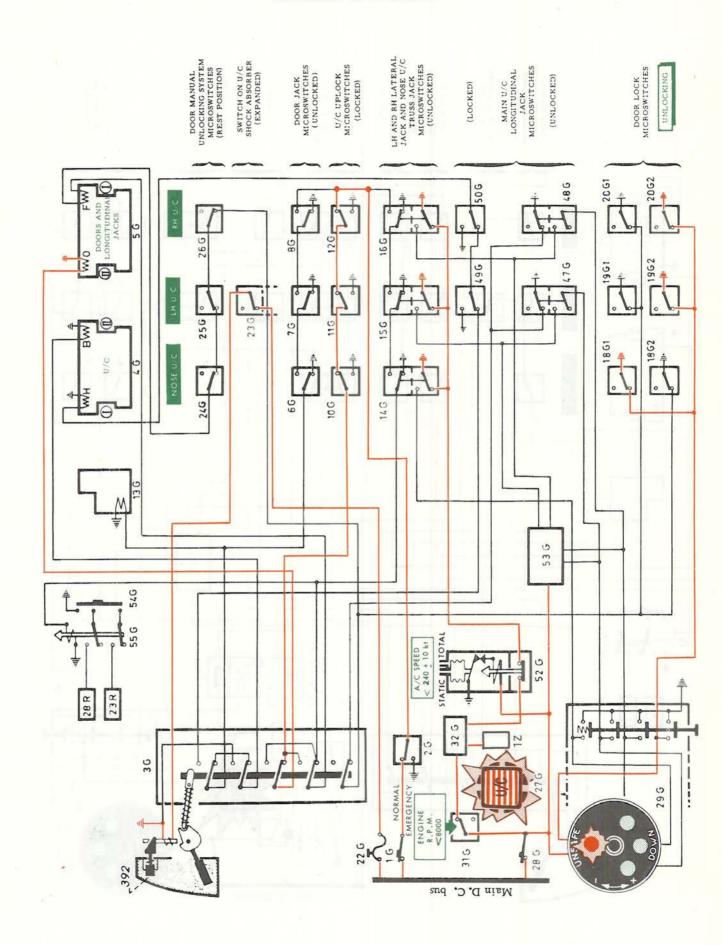


Figure 6-59 Normal Undercarriage Control - Extension 1st Phase - Electrical Position Indication at Start of Sequence - III 0

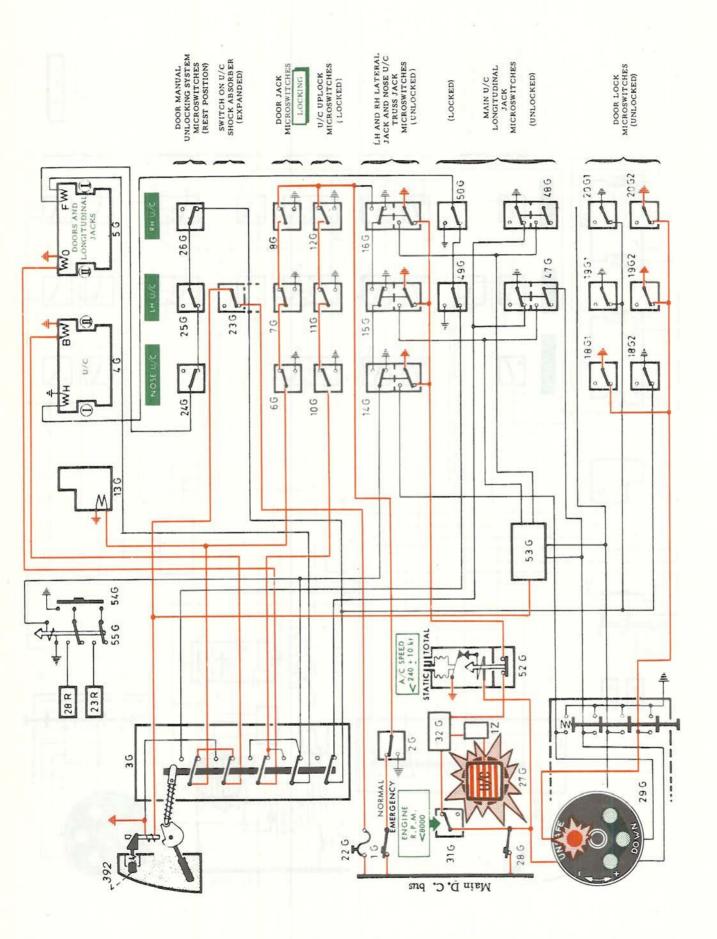


Figure 6-60 Normal Undercarriage Control - Extension 2nd Phase - Electrical Control - III O

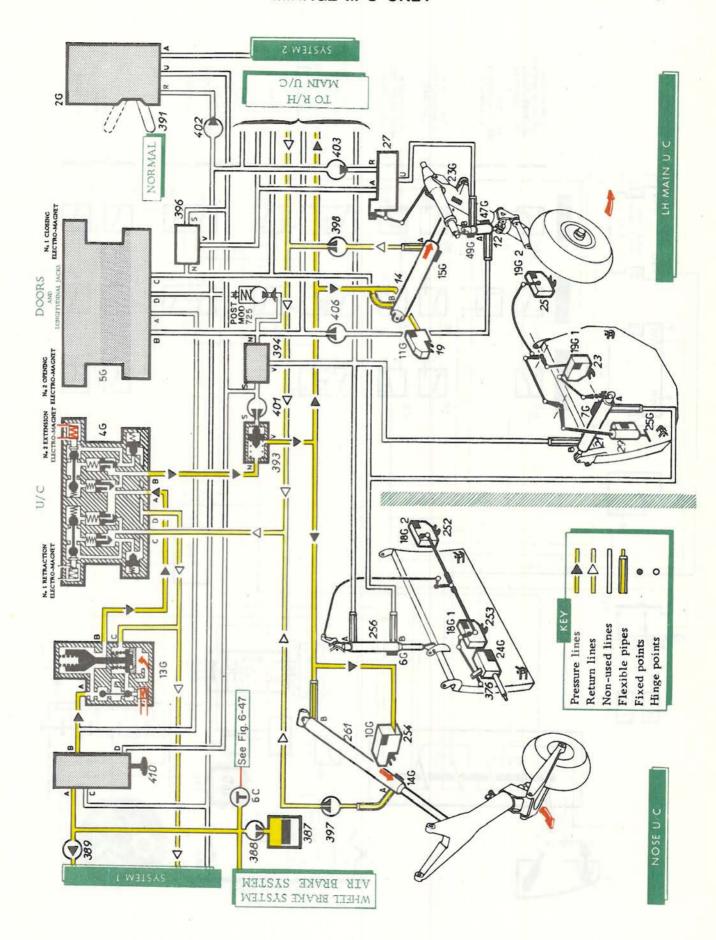


Figure 6-61 Normal Undercarriage Control - Extension 2nd Phase - Extension of Undercarriage - III 0

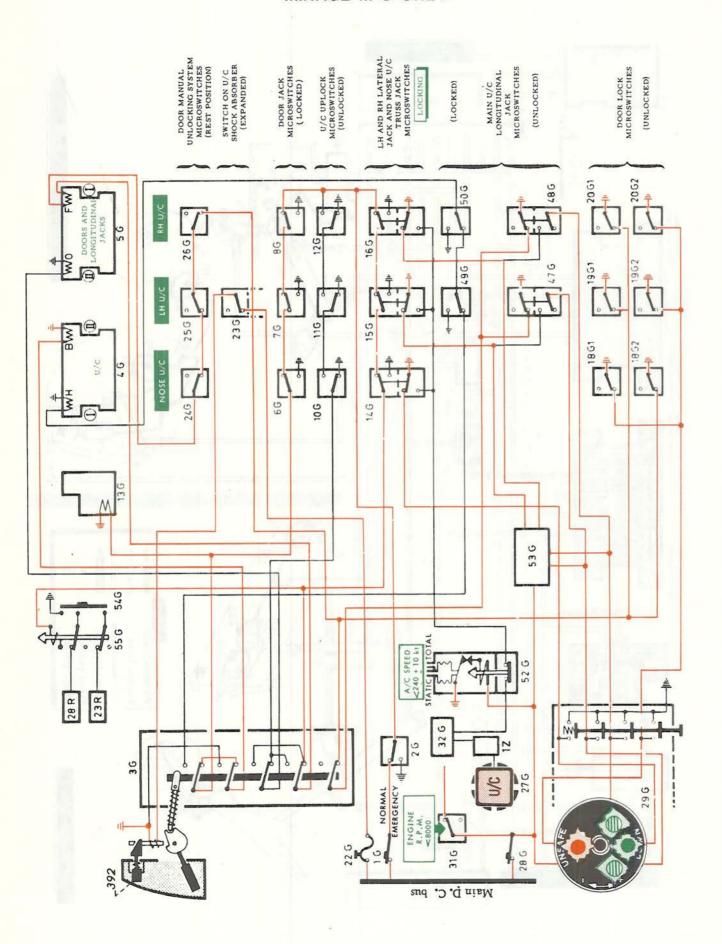


Figure 6-62 Normal Undercarriage Control - Extension 2nd Phase - Electrical Position Indication at End of Sequence - III O

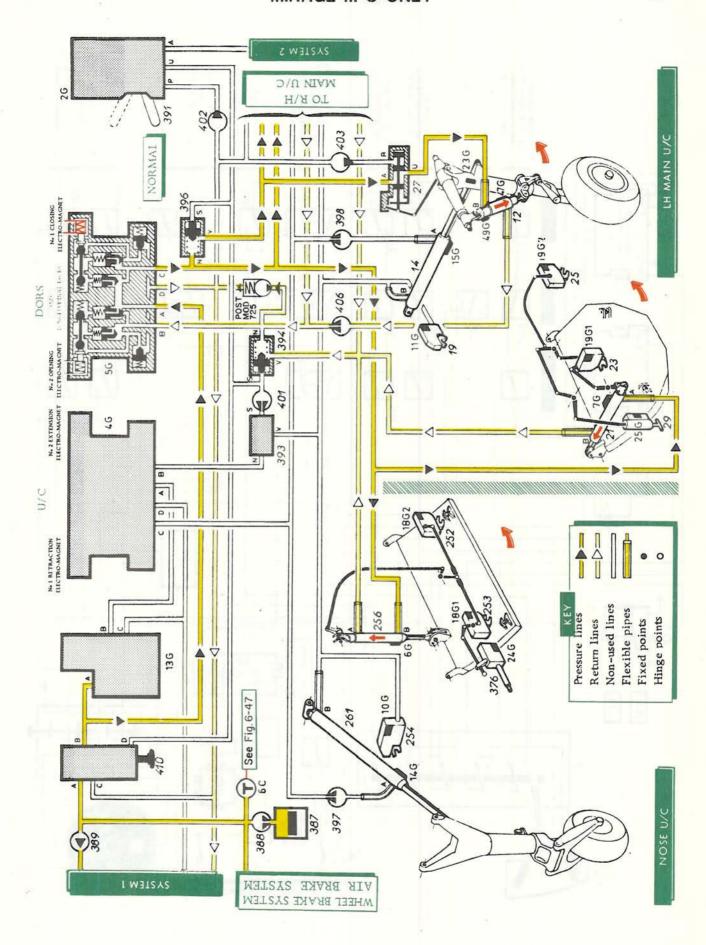


Figure 6-63 Normal Undercarriage Control - Extension 3rd Phase - Main Wheel Backward Motion and Door Closing - III O

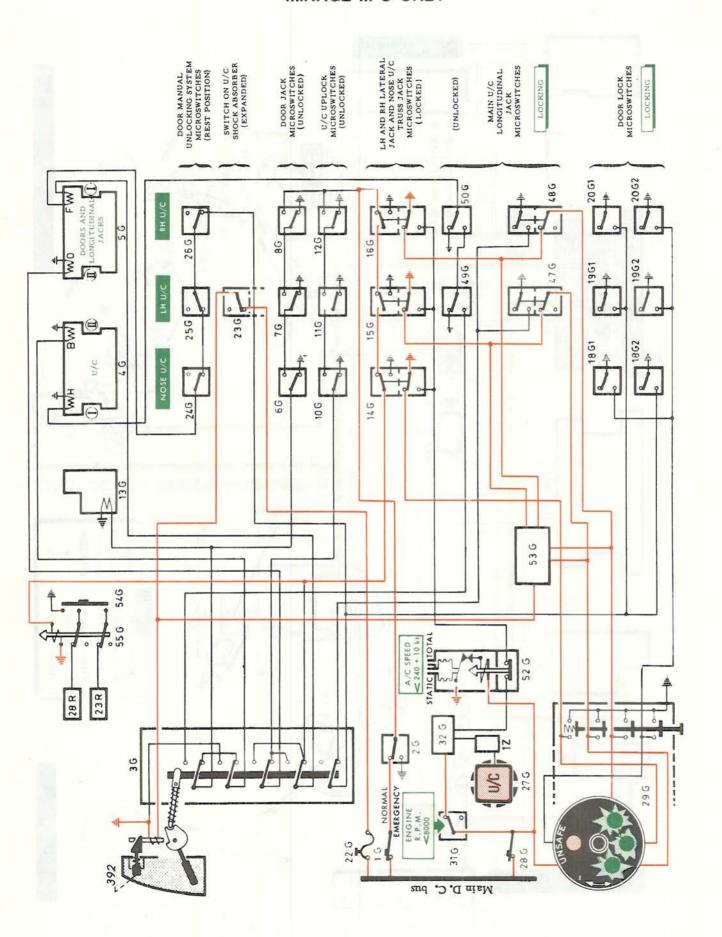


Figure 6-64 Normal Undercarriage Control - Extension 3rd Phase - Electrical Position Indication at End of Sequence - III 0

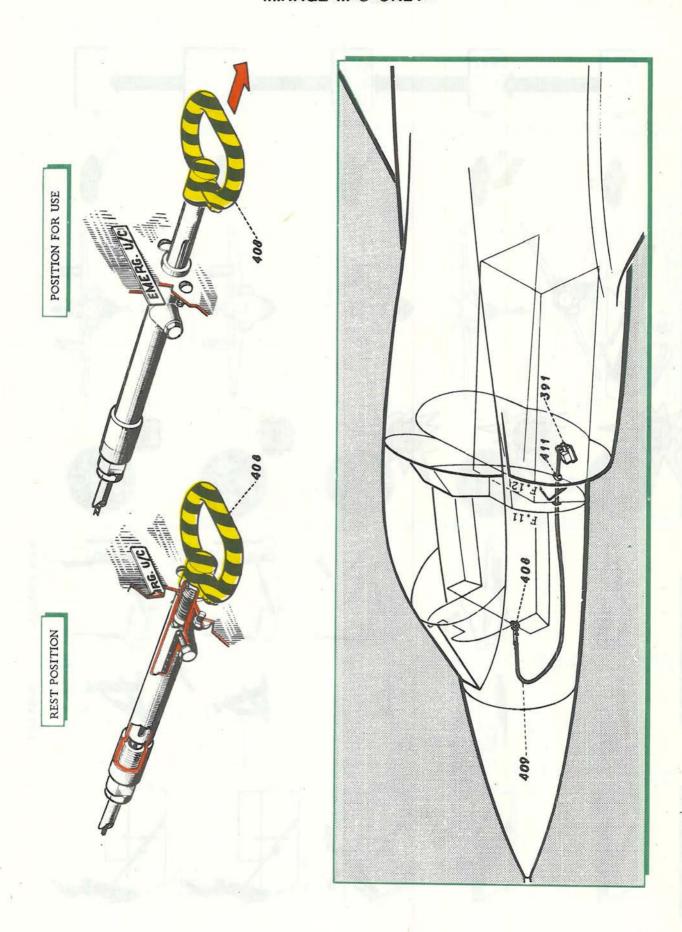


Figure 6-65 Emergency Undercarriage Control Location of Components - III 0

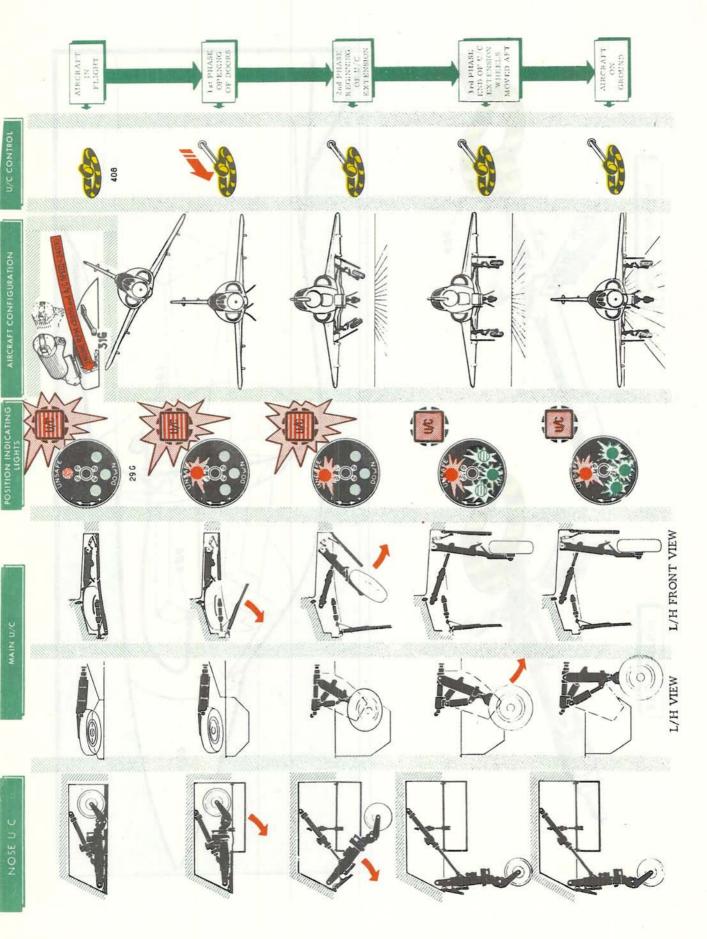


Figure 6-66 Emergency Undercarriage Control - Extension Principle - III 0

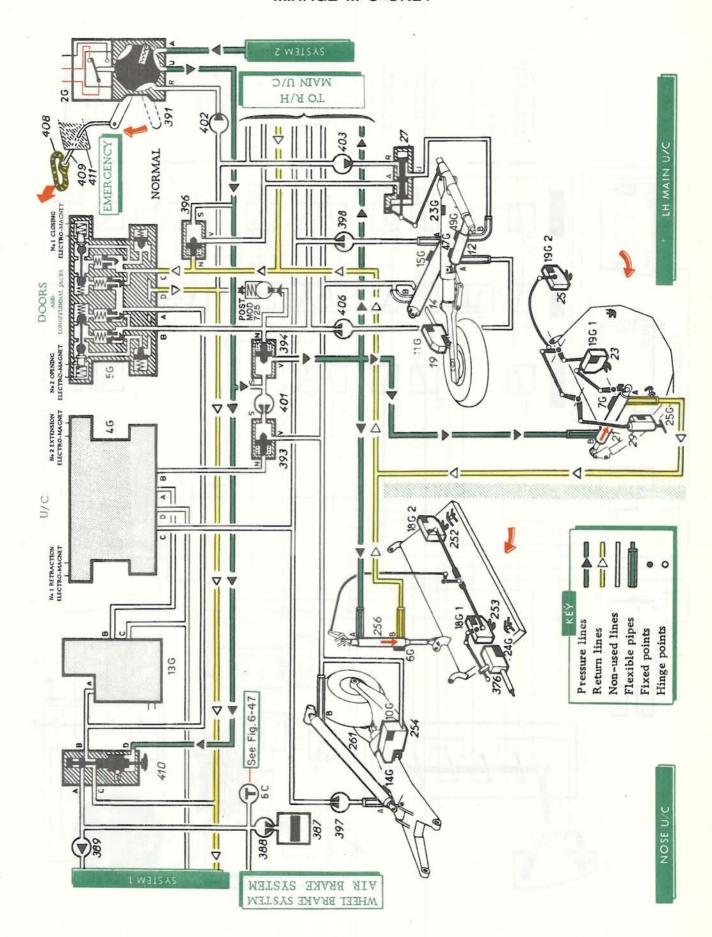


Figure 6-67 Emergency Undercarriage Control - Extension 1st Phase - Door Opening - III 0

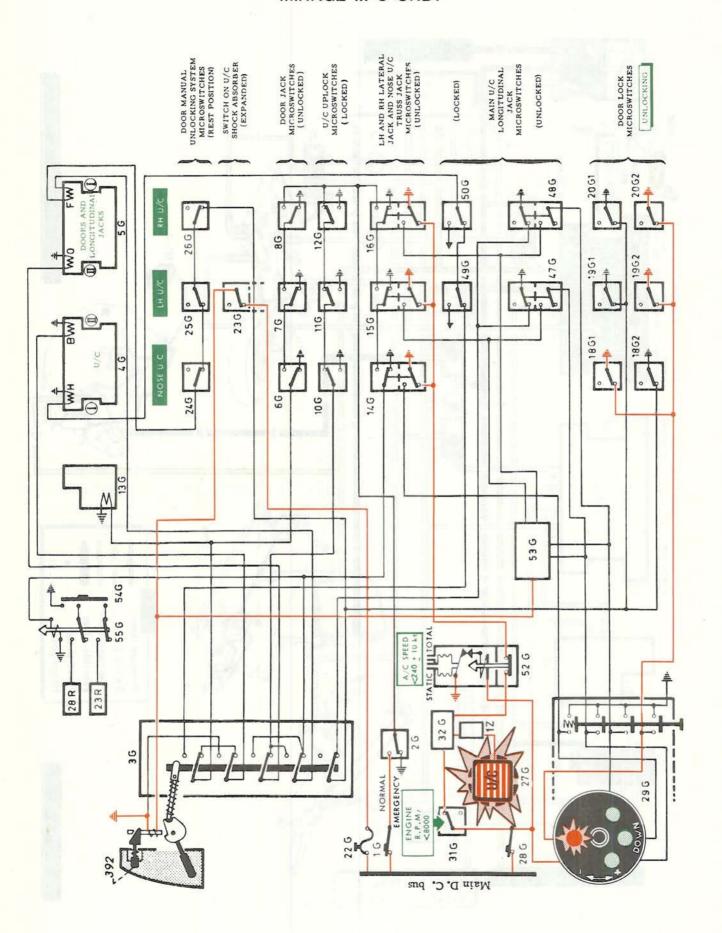


Figure 6-68 Emergency Undercarriage Control - Extension 1st Phase - Electrical Position Indication at Start of Sequence - III O

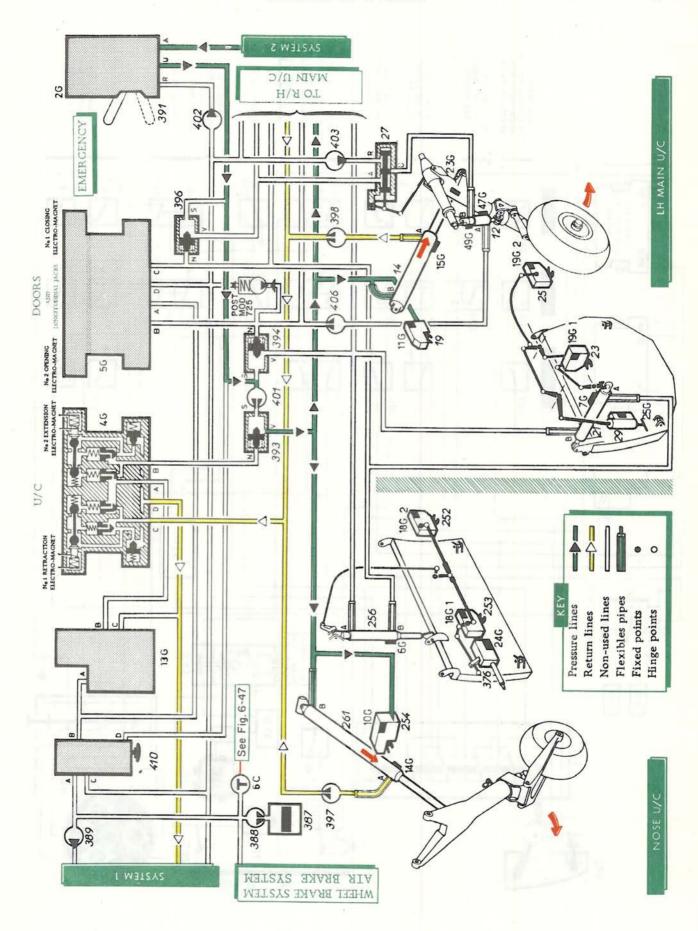


Figure 6-69 Emergency Undercarriage Control - Extension 2nd Phase - Extension of Undercarriage - III 0

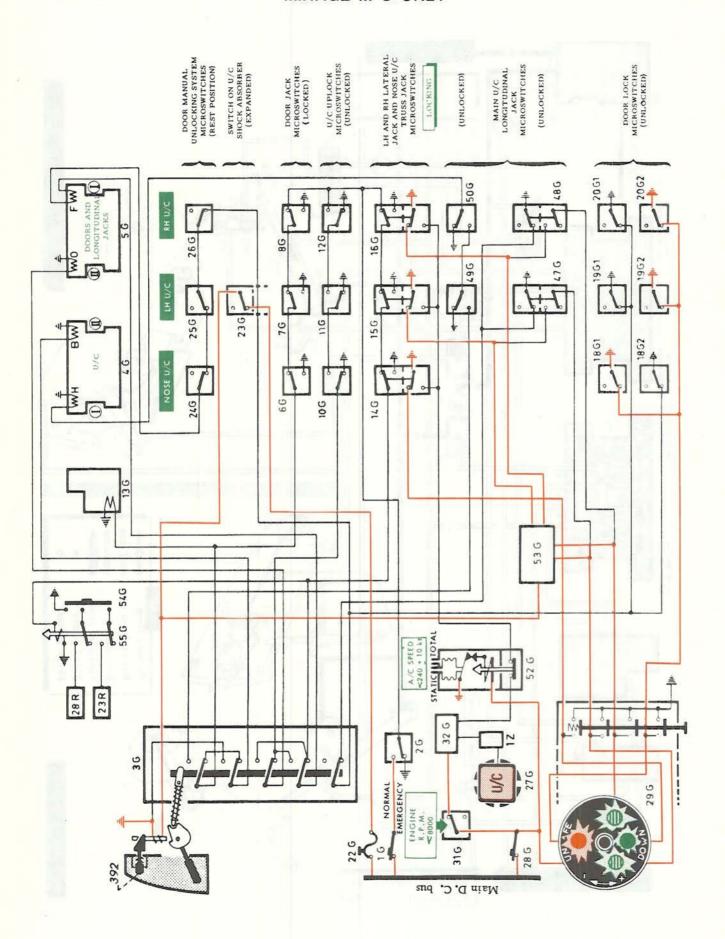


Figure 6-70 Emergency Undercarriage Control - Extension 2nd Phase - Electrical Position Indication at End of Sequence - III 0

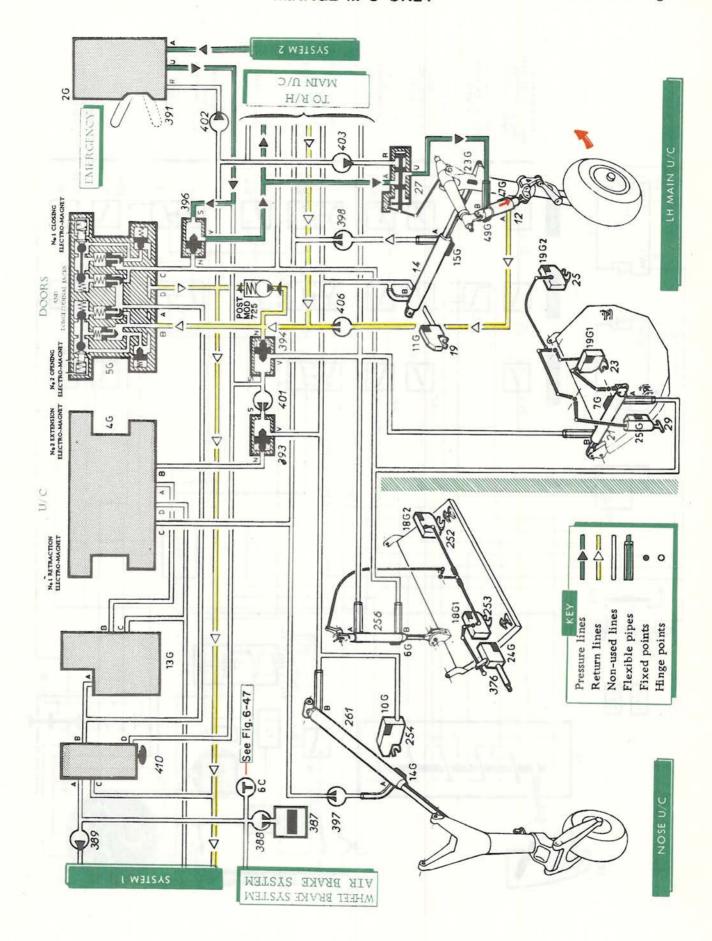


Figure 6-71 Emergency Undercarriage Control - Extension 3rd Phase - Main Wheel Backward Motion - III 0

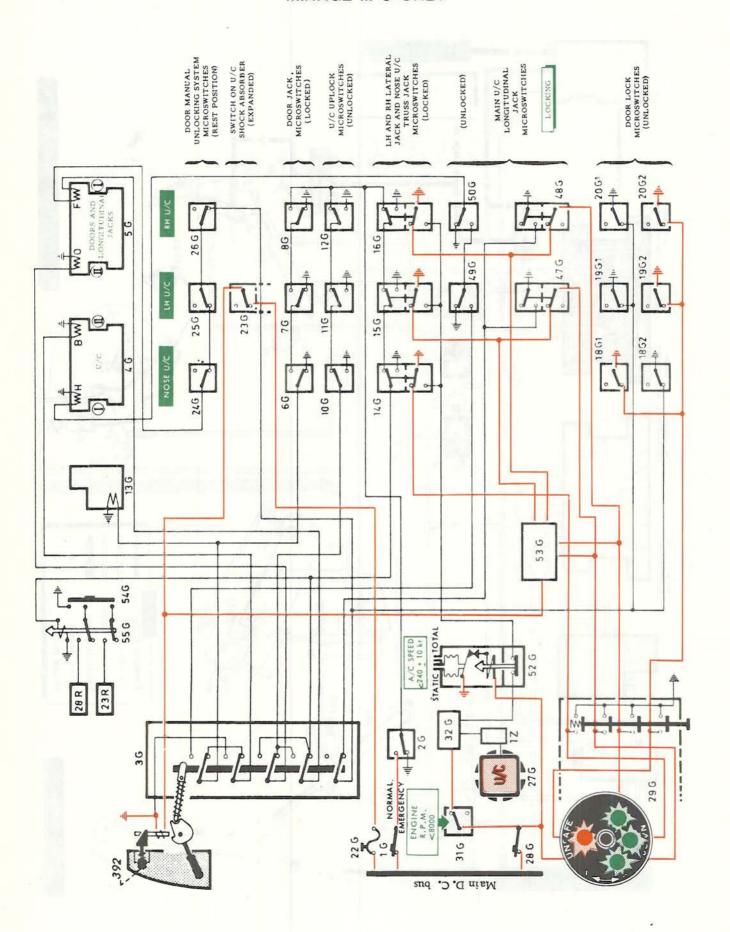


Figure 6-72 Emergency Undercarriage Control - Extension 3rd Phase - Electrical Position Indication at End of Sequence - III 0

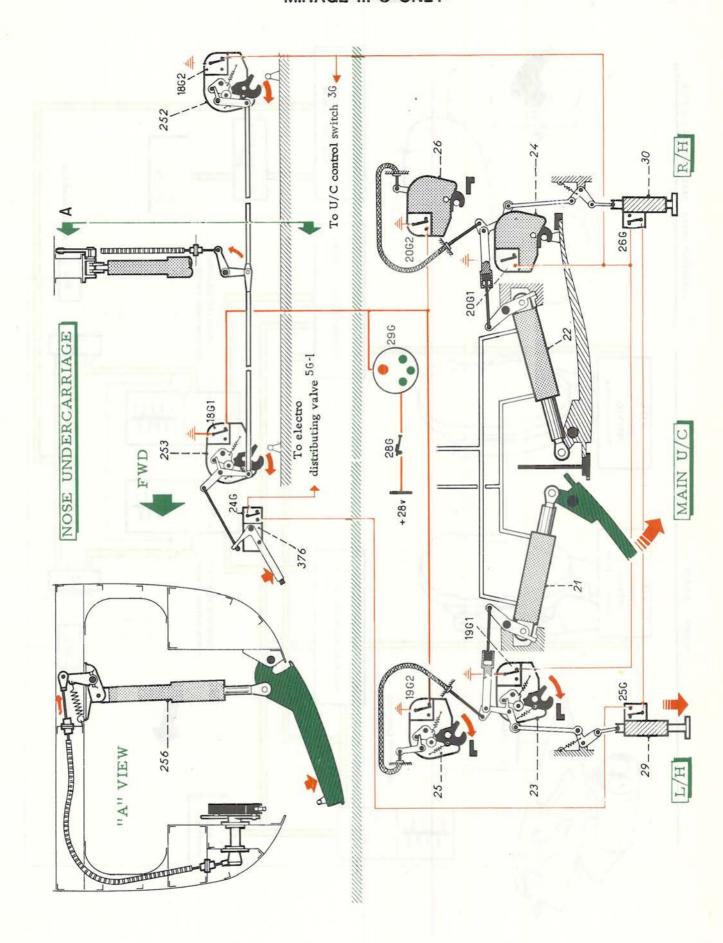


Figure 6-73 Opening of Undercarriage Door on the Ground - III O

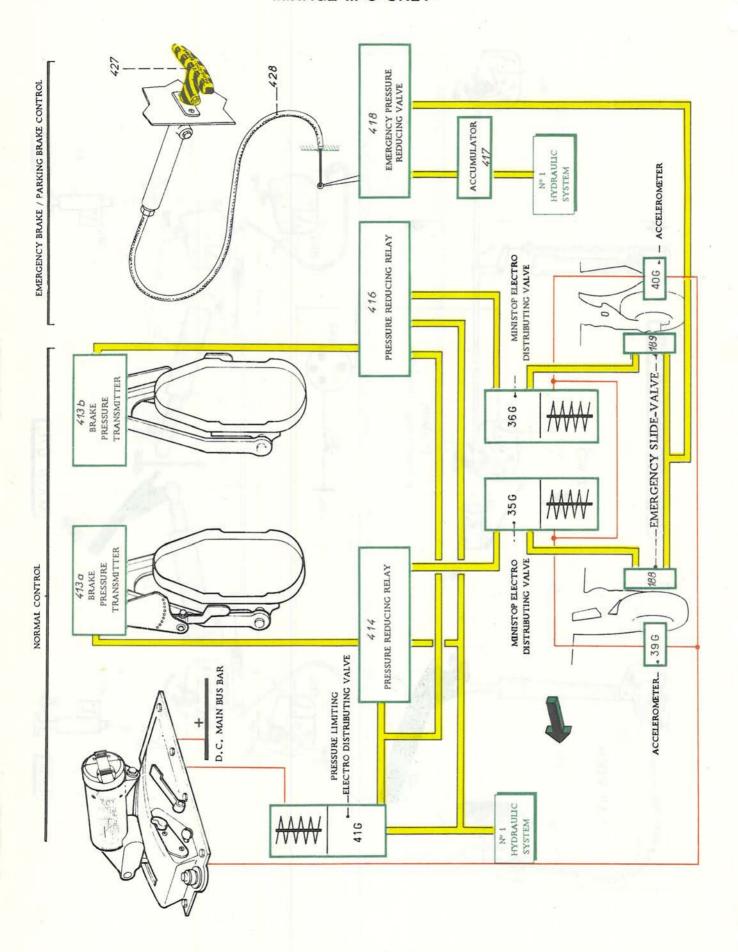


Figure 6-74 Wheel Brake System - Principle of Operation - III O

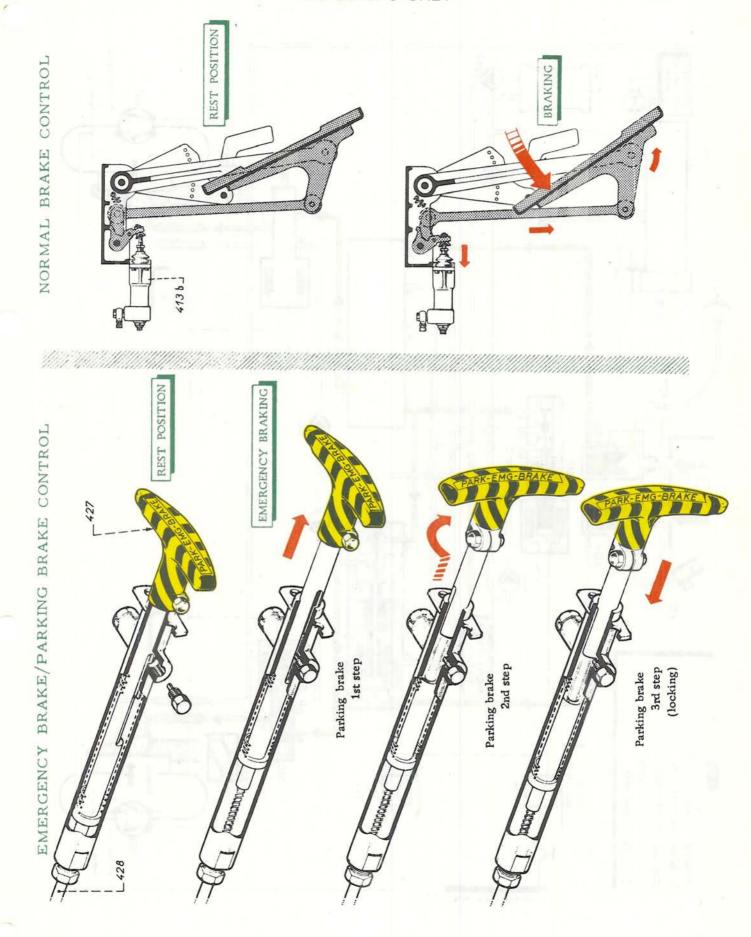


Figure 6-75 Wheel Brake System - Control Devices - III 0

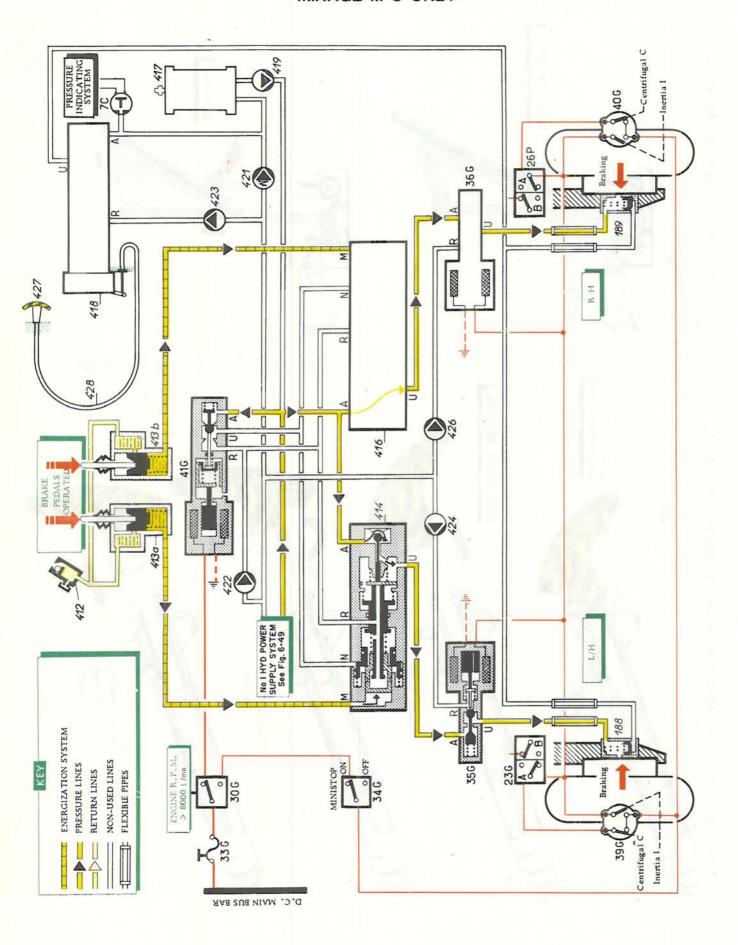


Figure 6-76 Wheel Brake System - Application During Engine Run - III 0

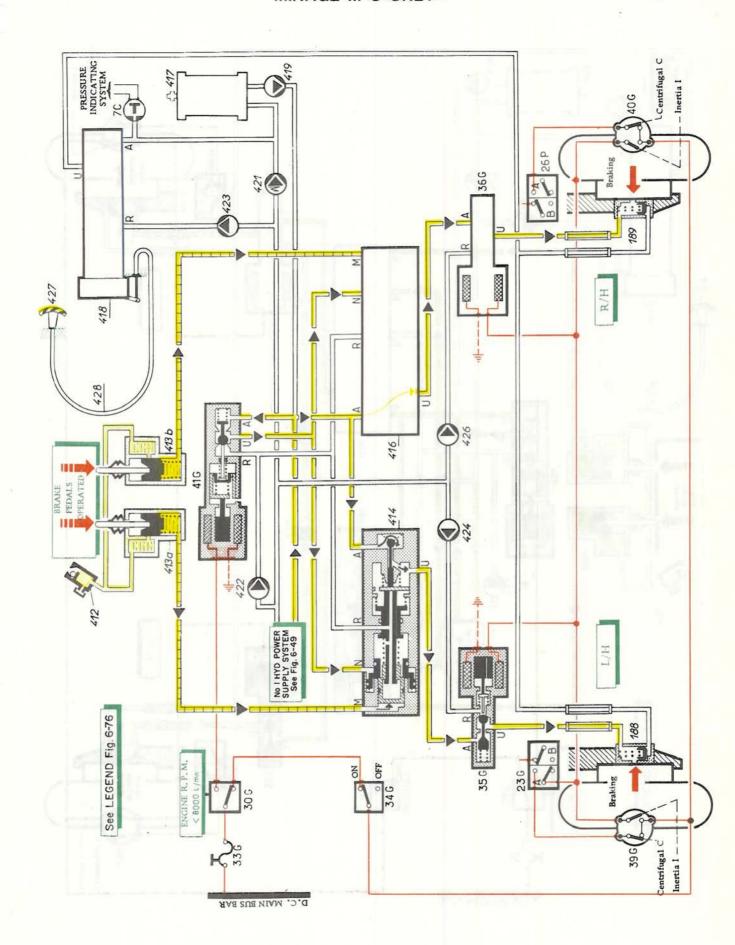


Figure 6-77 Wheel Brake System - Application on Landing - III O

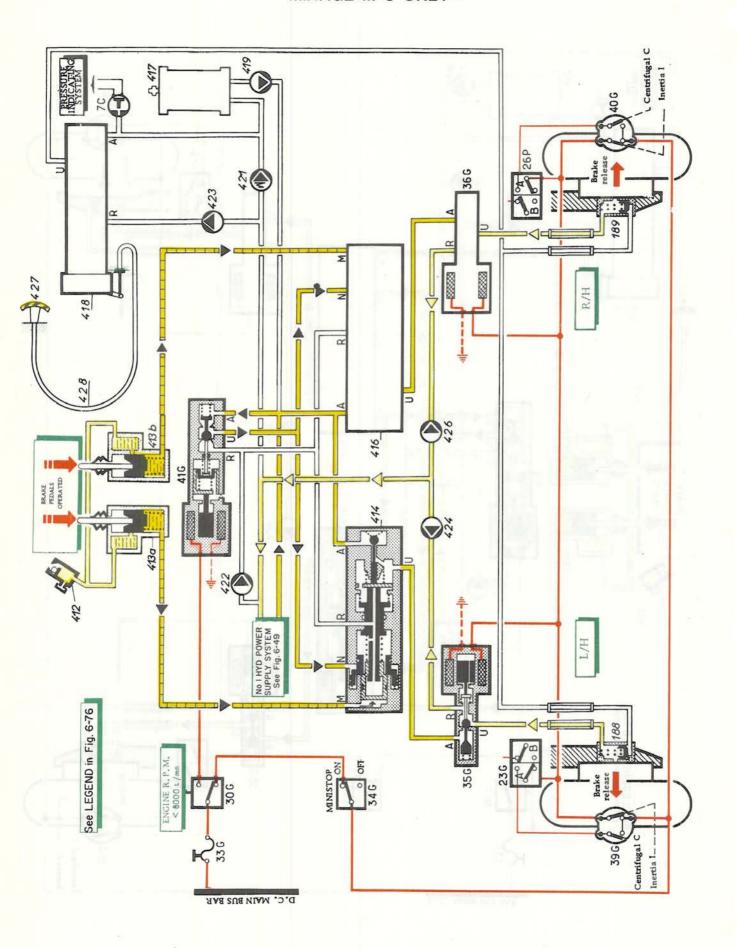


Figure 6-78 Wheel Brake System - Ministop Brake Release - III O

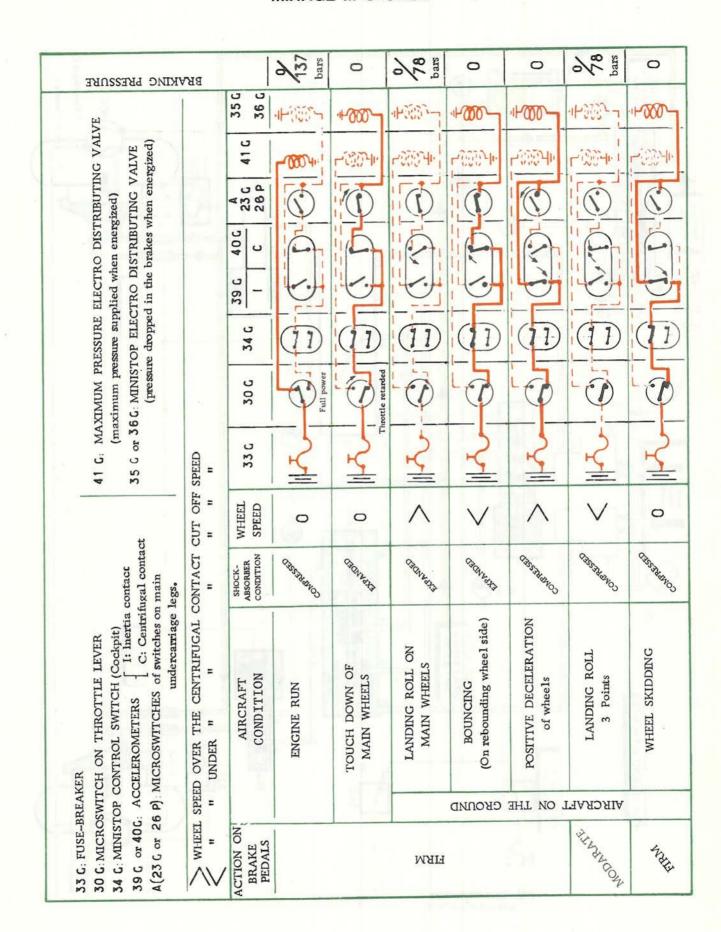


Figure 6-79 Braking System with Ministop Control
- Operational Block Diagram - III O

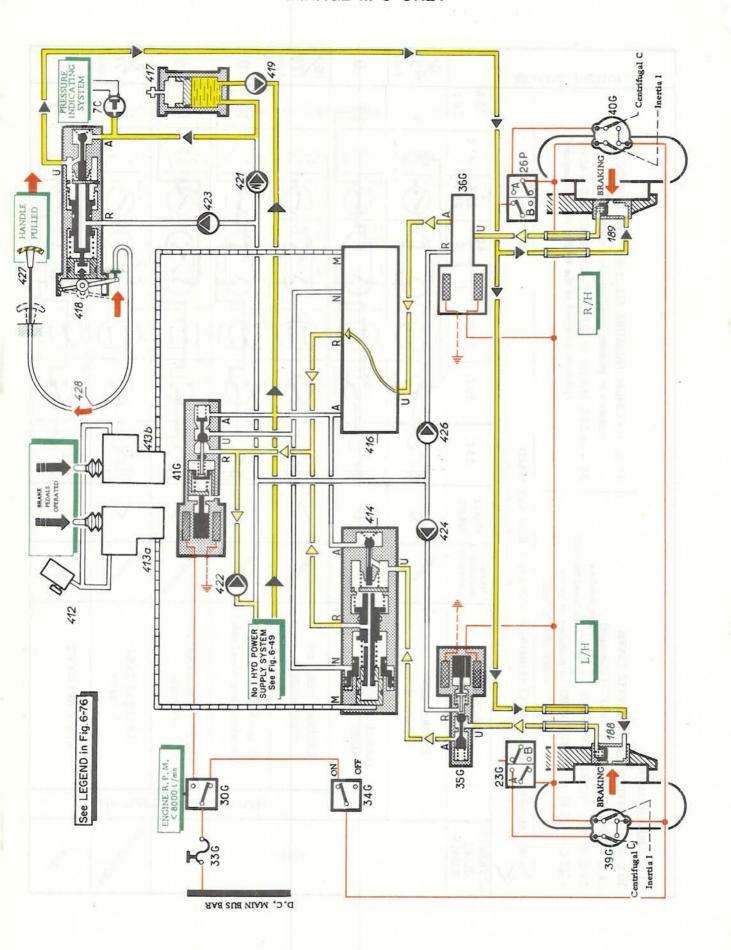


Figure 6-80 Wheel Brake System - Application Through Emergency Control - III 0

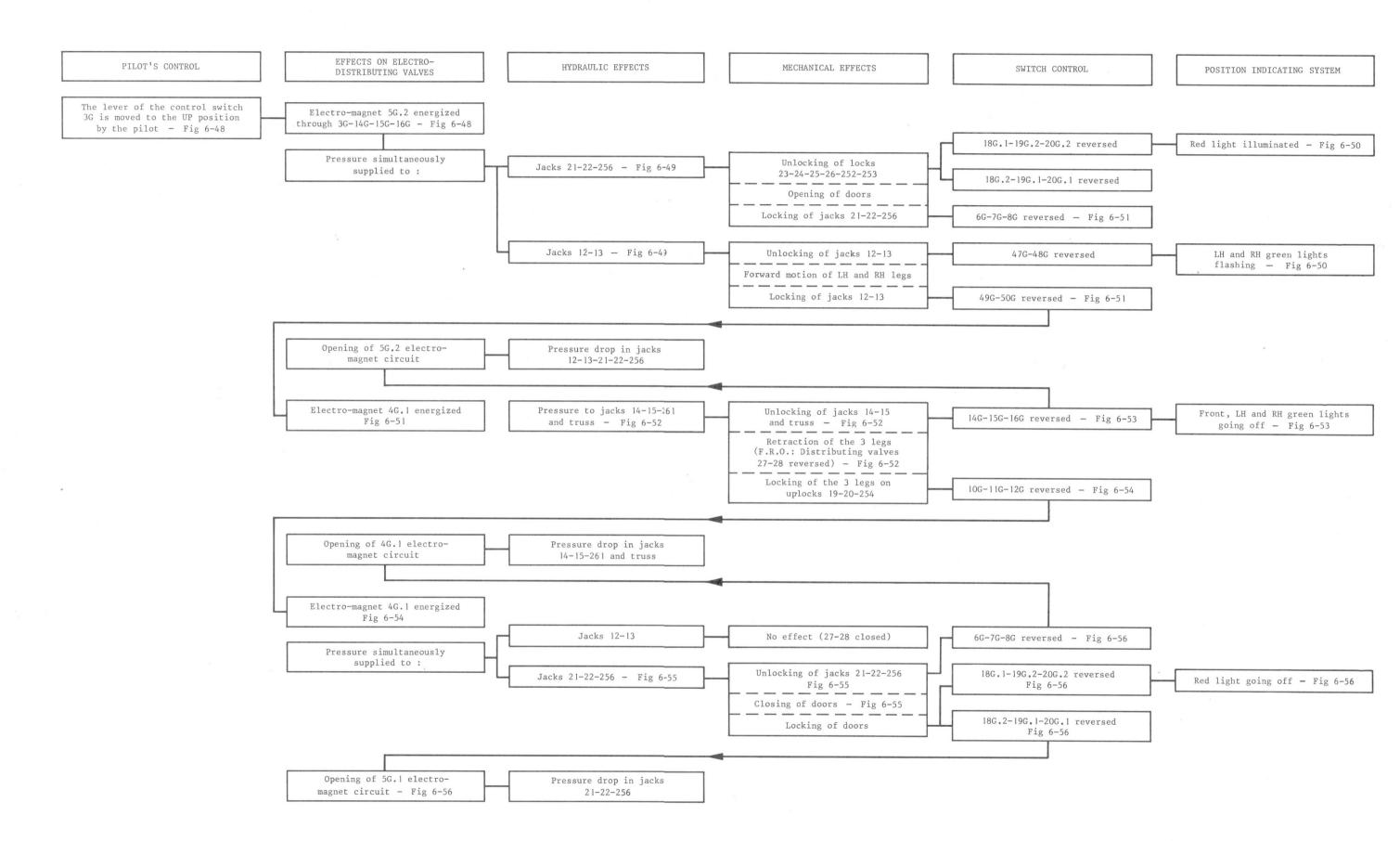


Figure 6-81 Normal Undercarriage Control - Retraction Functional Diagram - III O

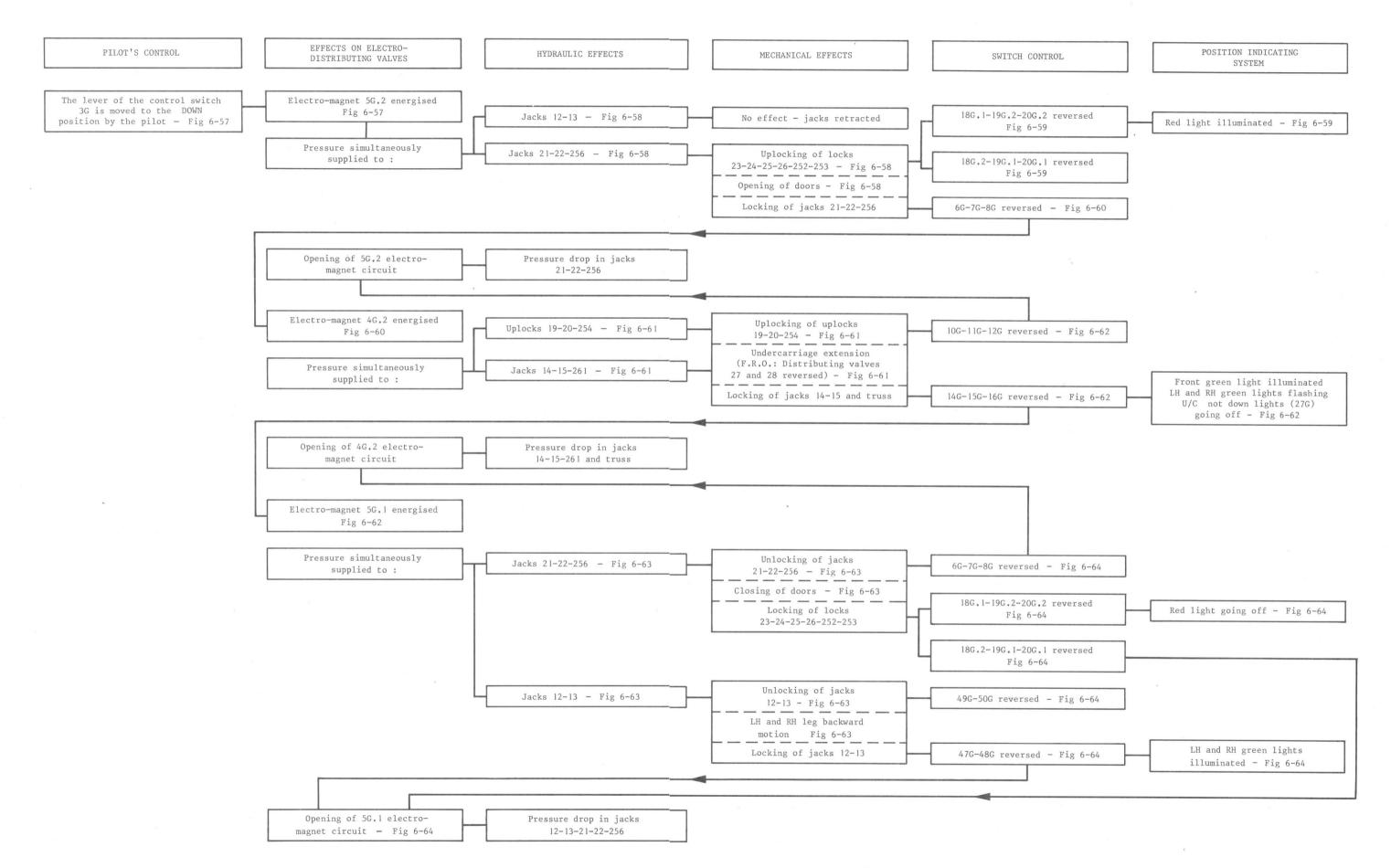


Figure 6-82 Normal Undercarriage Control - Extension Functional Diagram - III O

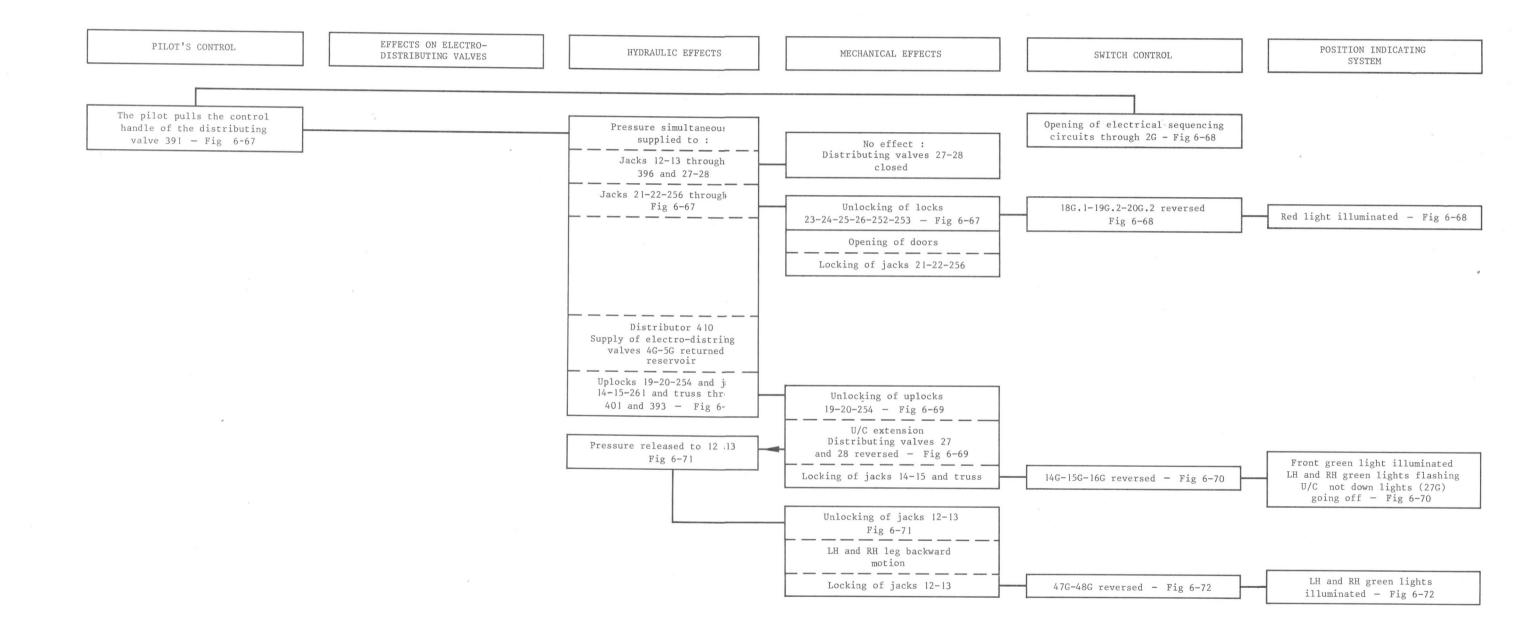


Figure 6-83 Emergency Undercarriage Control - Extension Functional Diagram - III 0

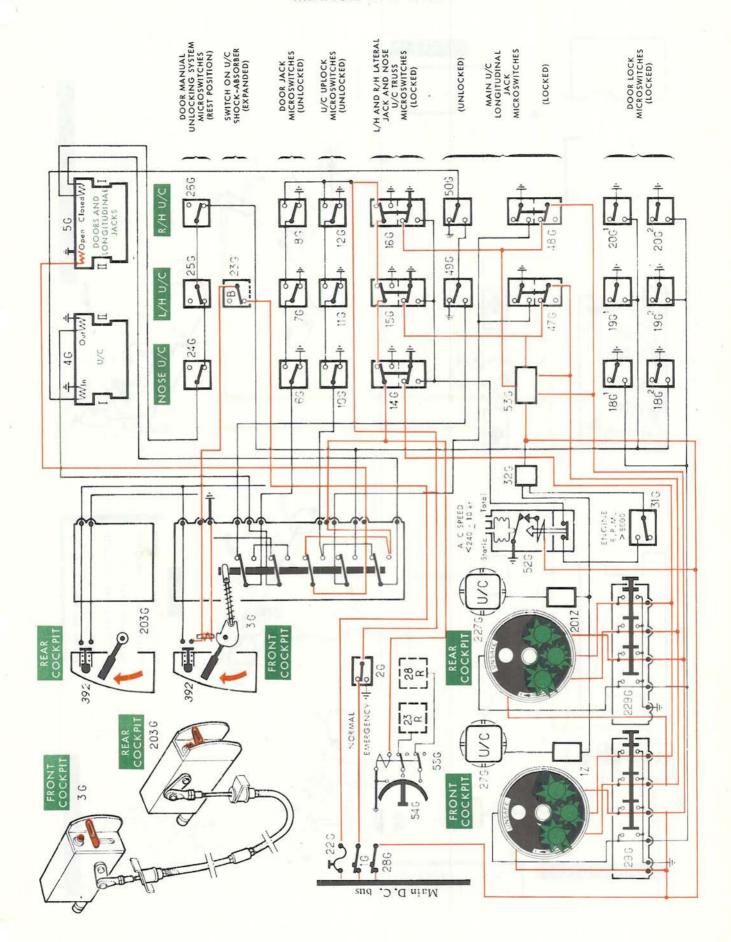


Figure 6-84 Normal Undercarriage Control - Retraction 1st Phase - Electrical Control - III D

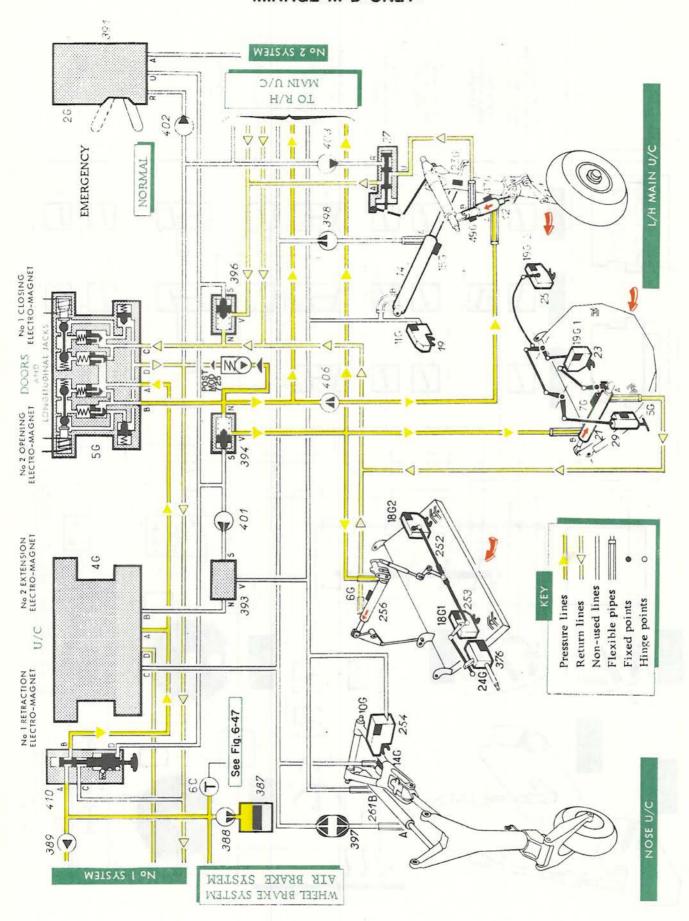


Figure 6-85 Normal Undercarriage Control - Retraction 1st Phase - Main Wheel Forward Motion and Door Opening - III D

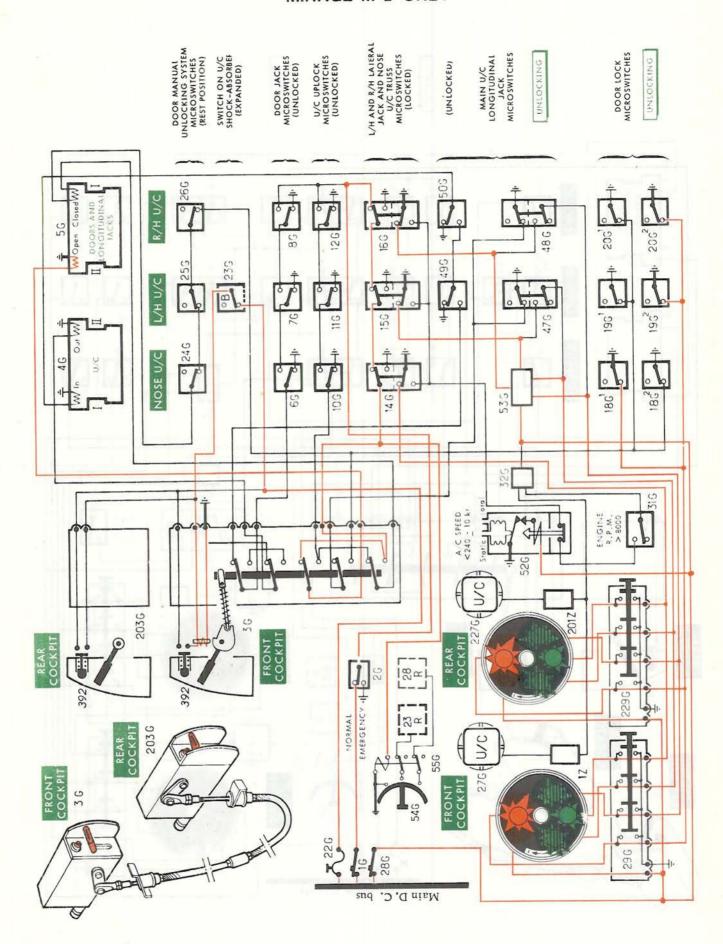


Figure 6-86 Normal Undercarriage Control - Retraction 1st Phase - Electrical Position Indication at Start of Sequence - III D

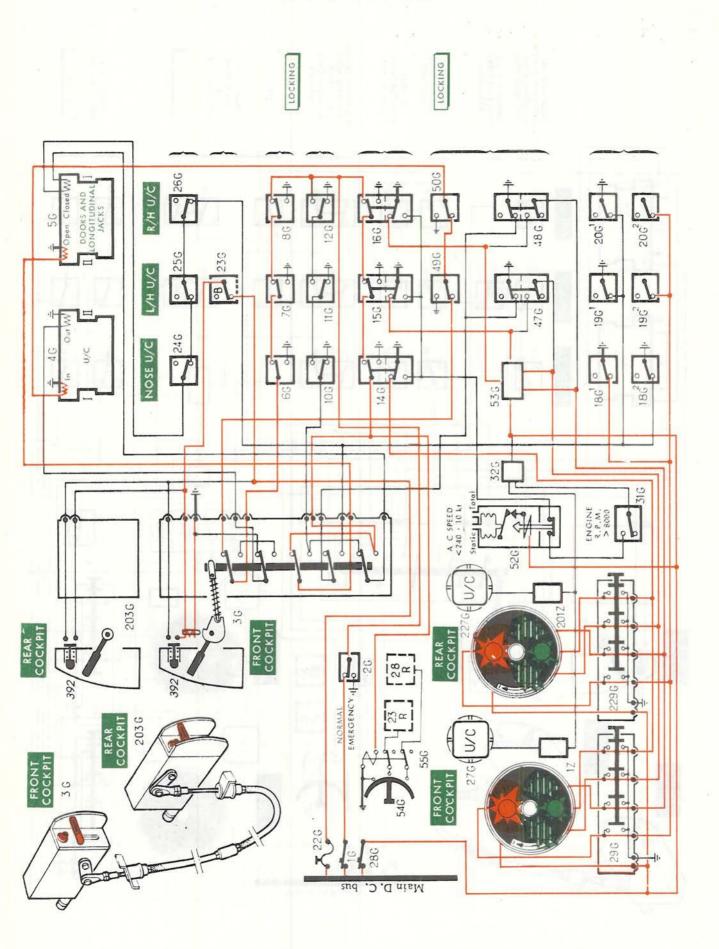


Figure 6-87 Normal Undercarriage Control - Retraction 2nd Phase - Electrical Control - III D

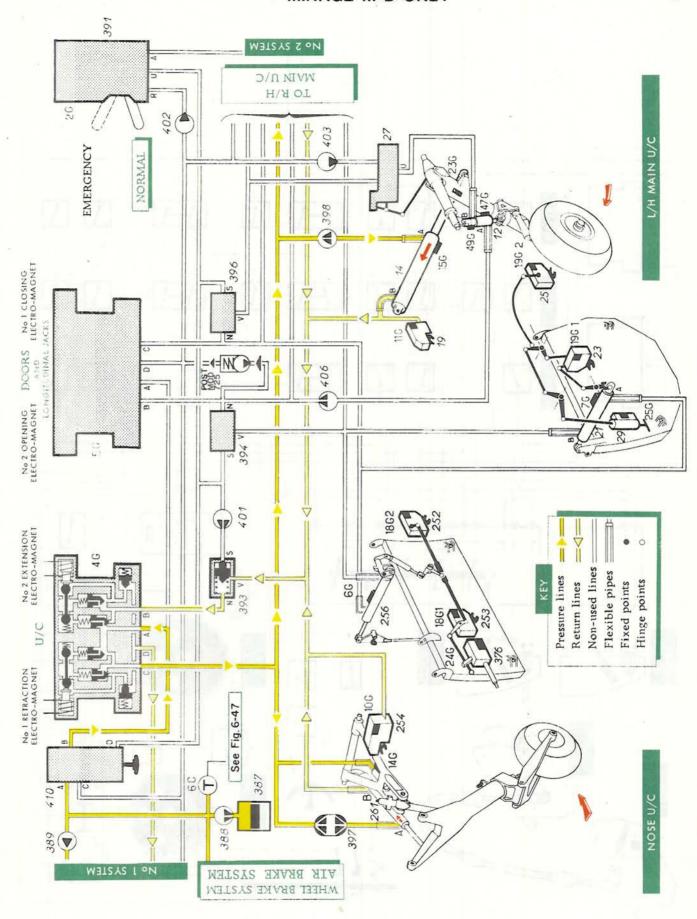


Figure 6-88 Normal Undercarriage Control -Retraction 2nd Phase - Retraction of Undercarriage - III D

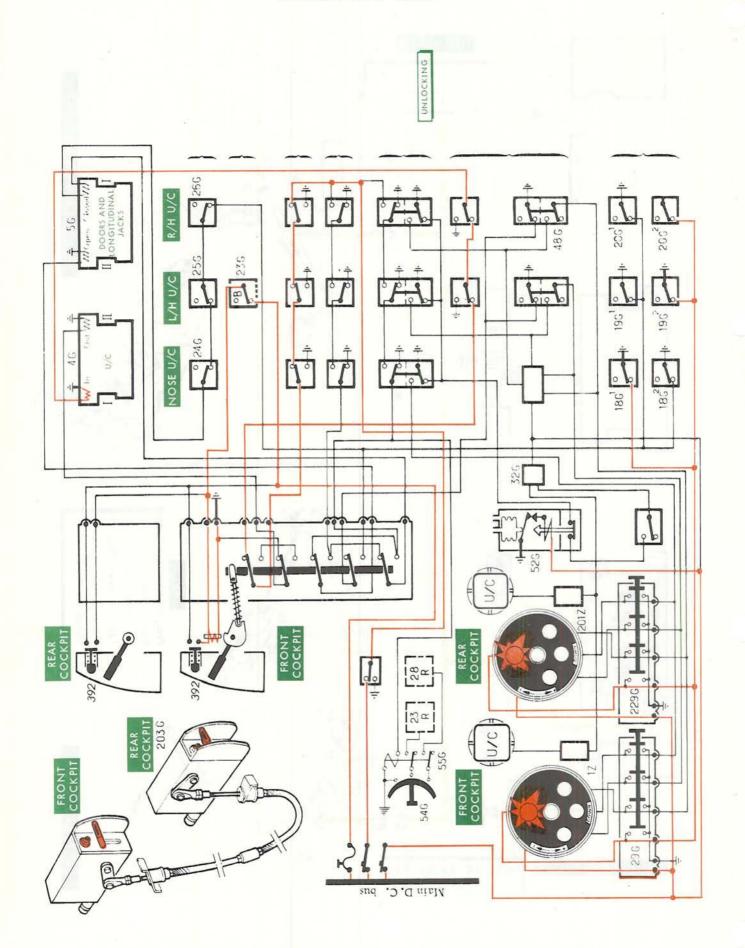


Figure 6-89 Normal Undercarriage Control - Retraction 2nd Phase - Electrical Position Indication at Start of Sequence - III D

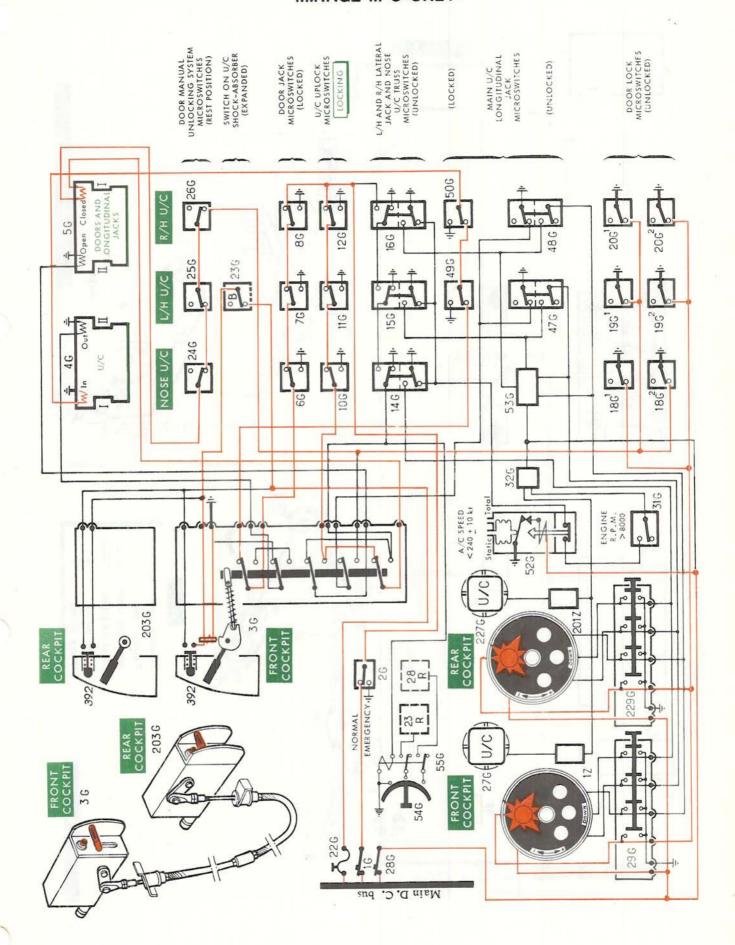


Figure 6-90 Normal Undercarriage Control - Retraction 3rd Phase - Electrical Control - III D

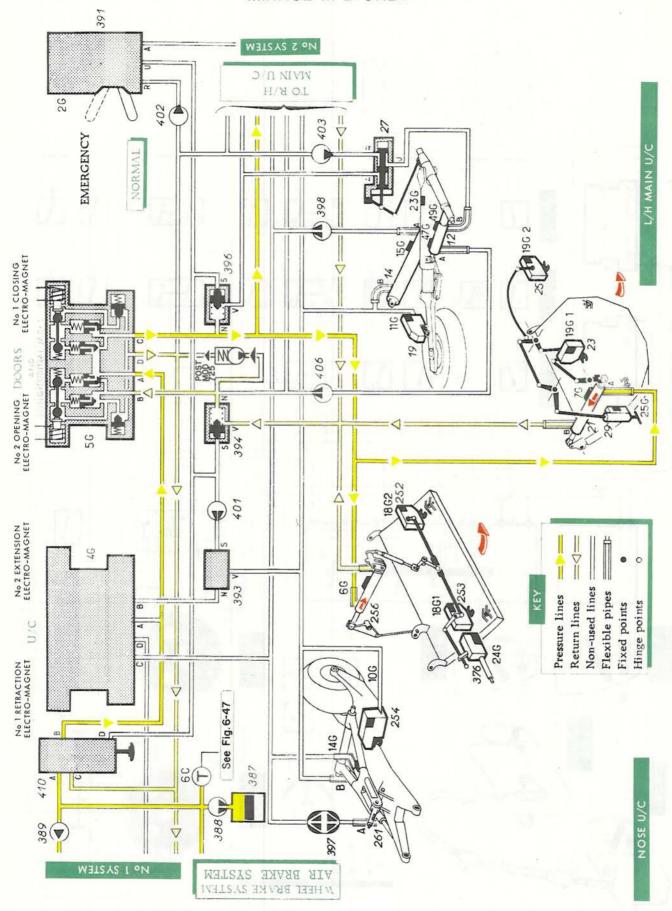


Figure 6-91 Normal Undercarriage Control - Retraction 3rd Phase - Door Closing - III D

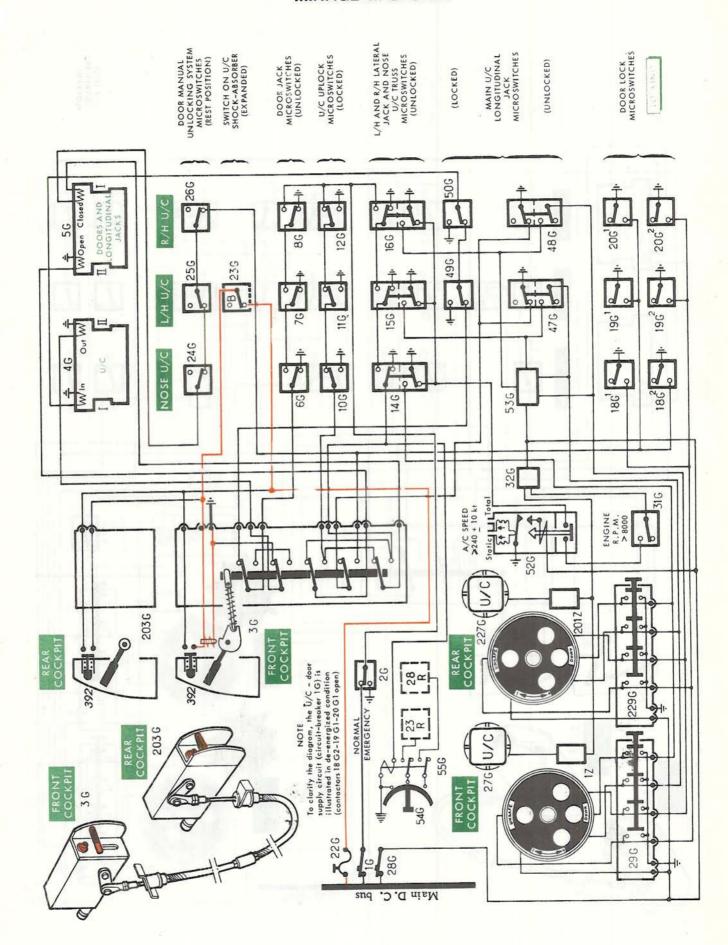


Figure 6-92 Normal Undercarriage Control - Retraction 3rd Phase - Electrical Position Indication at End of Sequence - III D

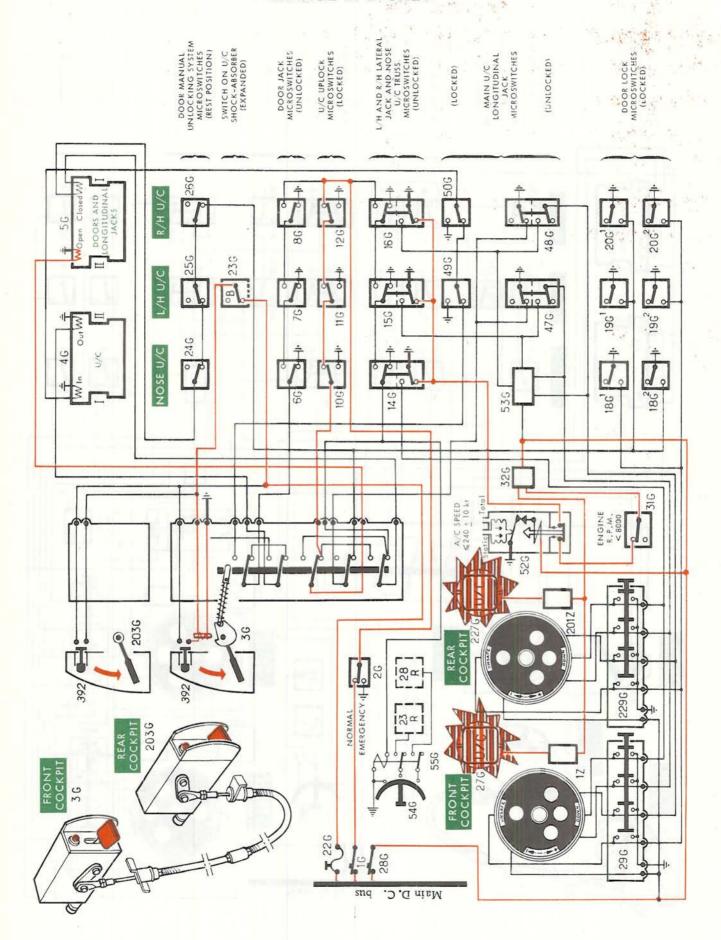


Figure 6-93 Normal Undercarriage Control - Extension 1st Phase - Electrical Control - III D

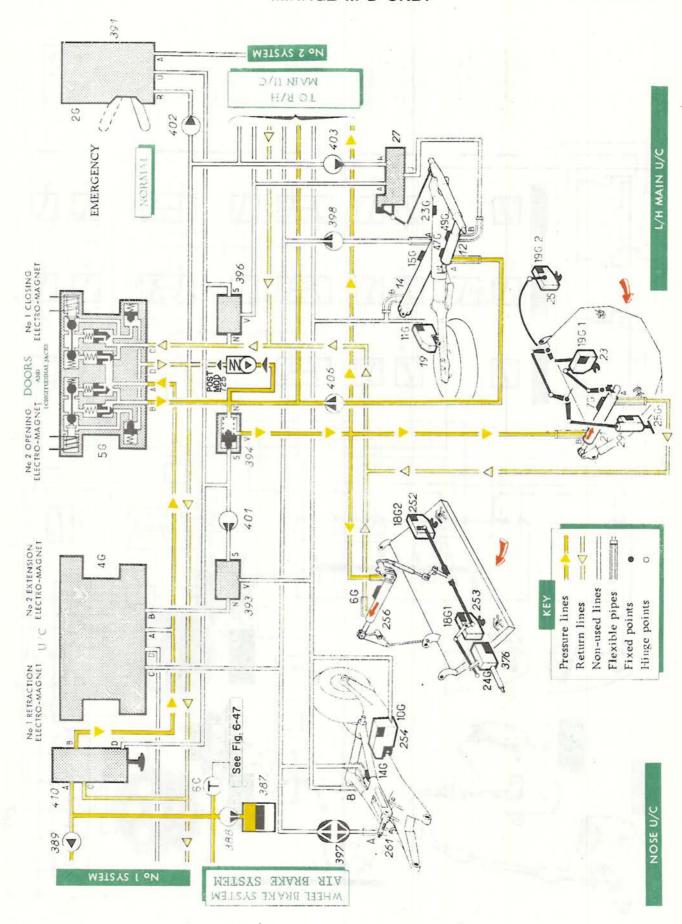


Figure 6-94 Normal Undercarriage Control - Extension 1st Phase - Door Opening - III D

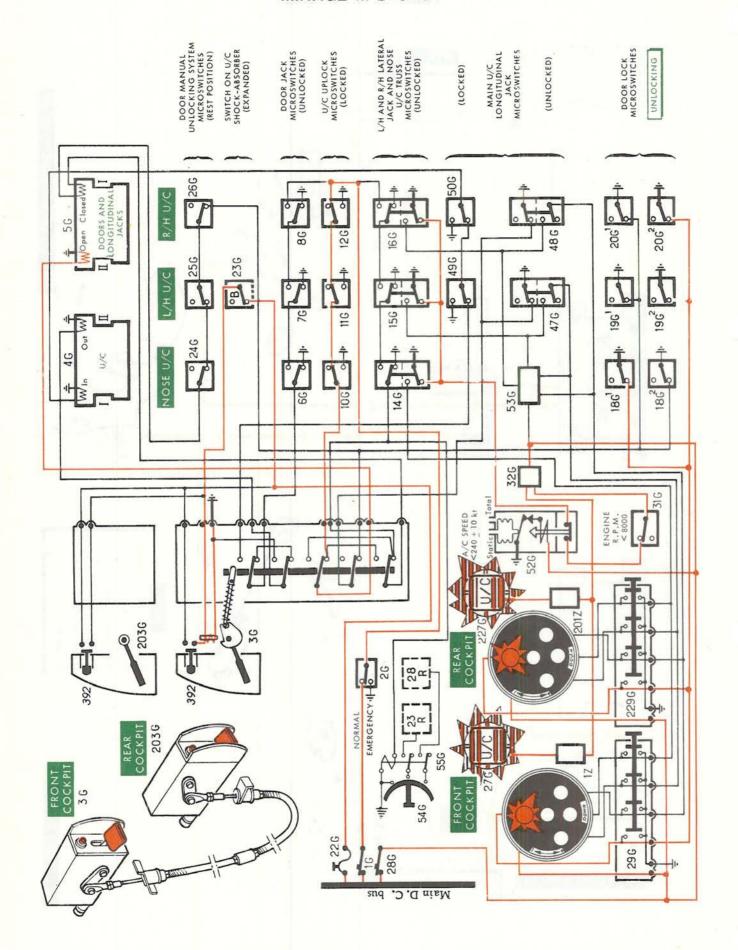


Figure 6-95 Normal Undercarriage Control - Extension 1st Phase - Electrical Position Indication at Start of Sequence - III D

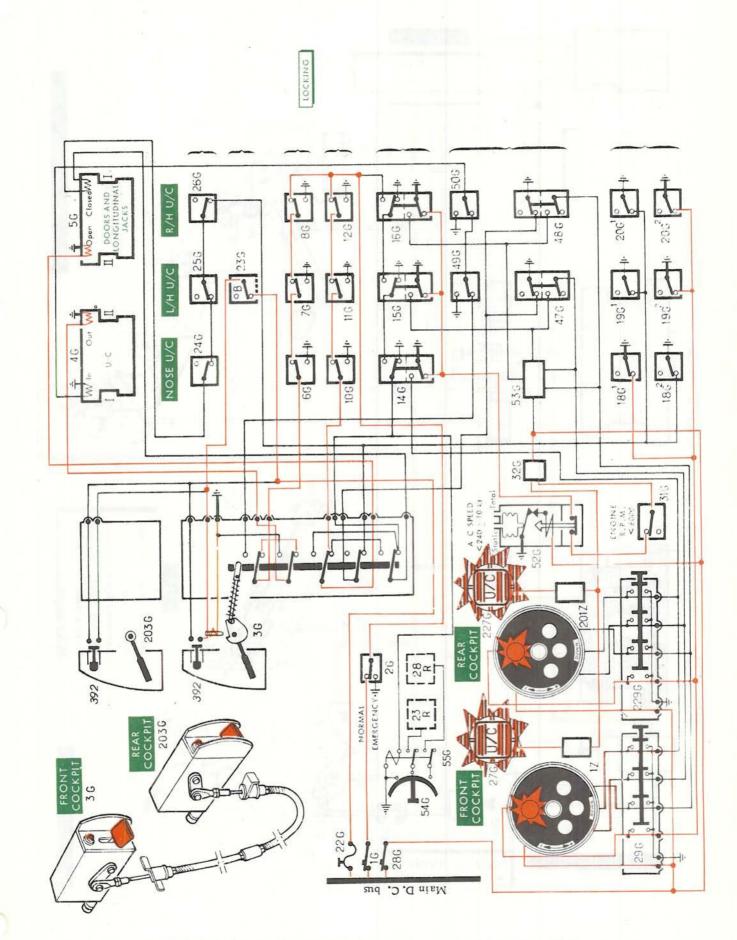


Figure 6-96 Normal Undercarriage Control - Extension 2nd Phase - Electrical Control - III D

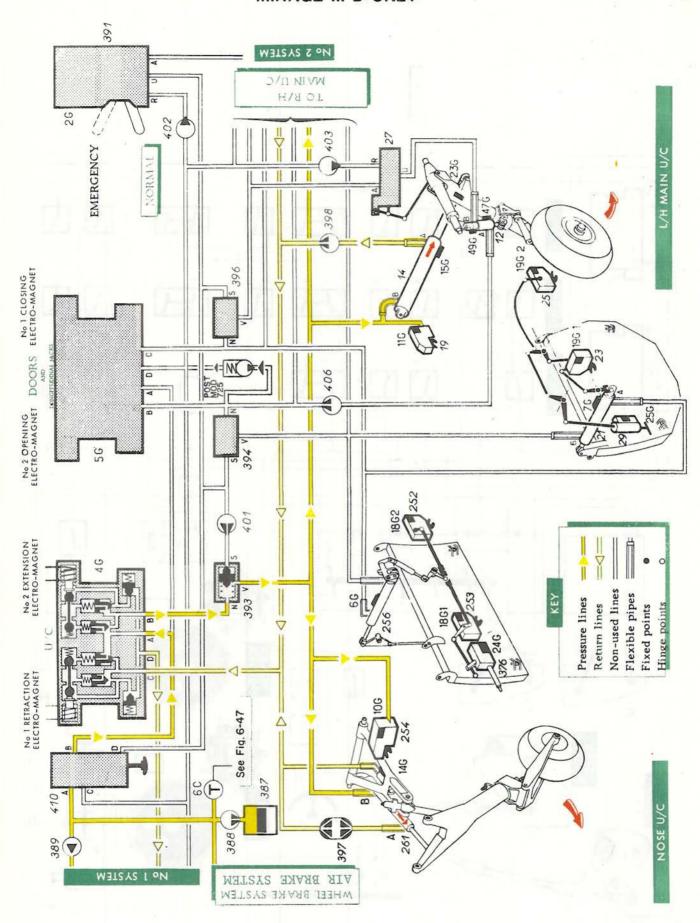


Figure 6-97 Normal Undercarriage Control - Extension 2nd Phase - Extension of Undercarriage - III D

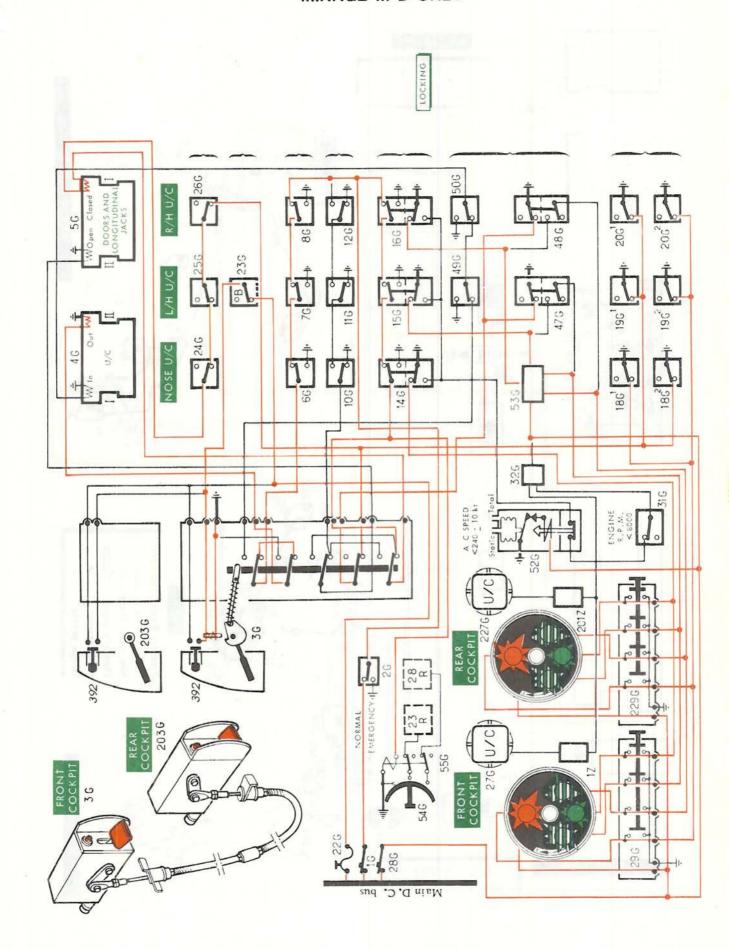


Figure 6-98 Normal Undercarriage Control - Extension 2nd Phase - Electrical Position Indication at End of Sequence - III D

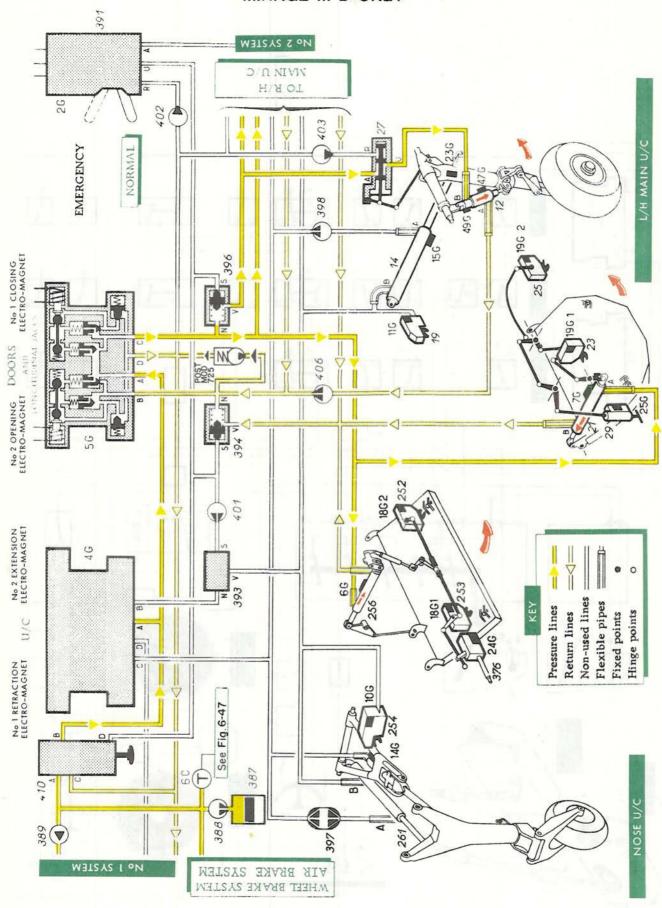


Figure 6-99 Normal Undercarriage Control - Extension 3rd Phase - Main Wheel Backward Motion and Door Closing - III D

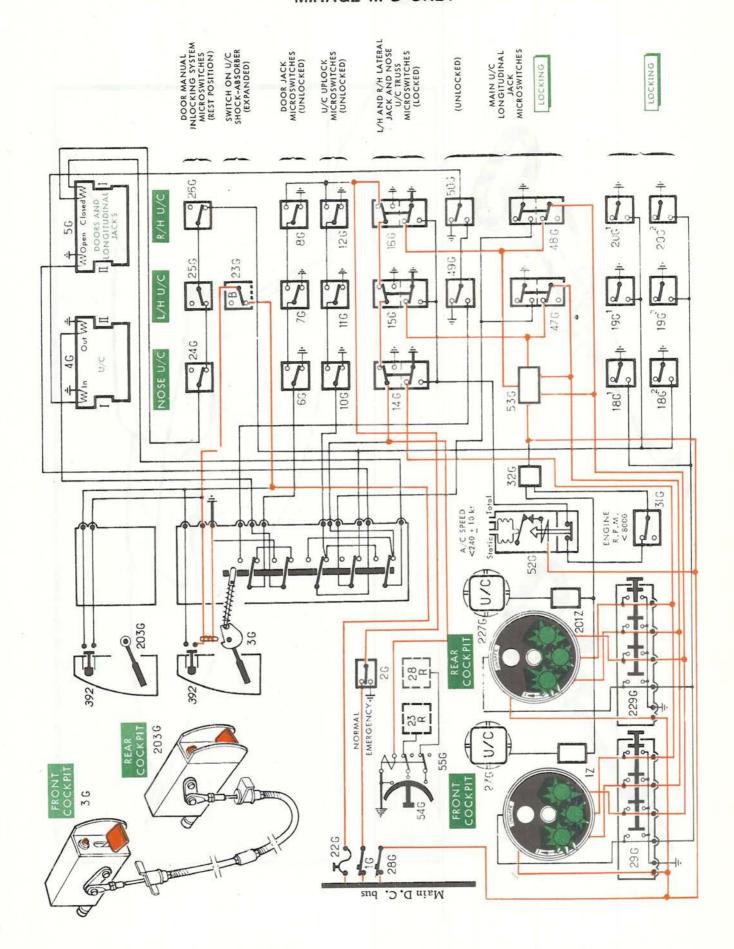


Figure 6-100 Normal Undercarriage Control - Extension 3rd Phase - Electrical Position Indication at End of Sequence - III D

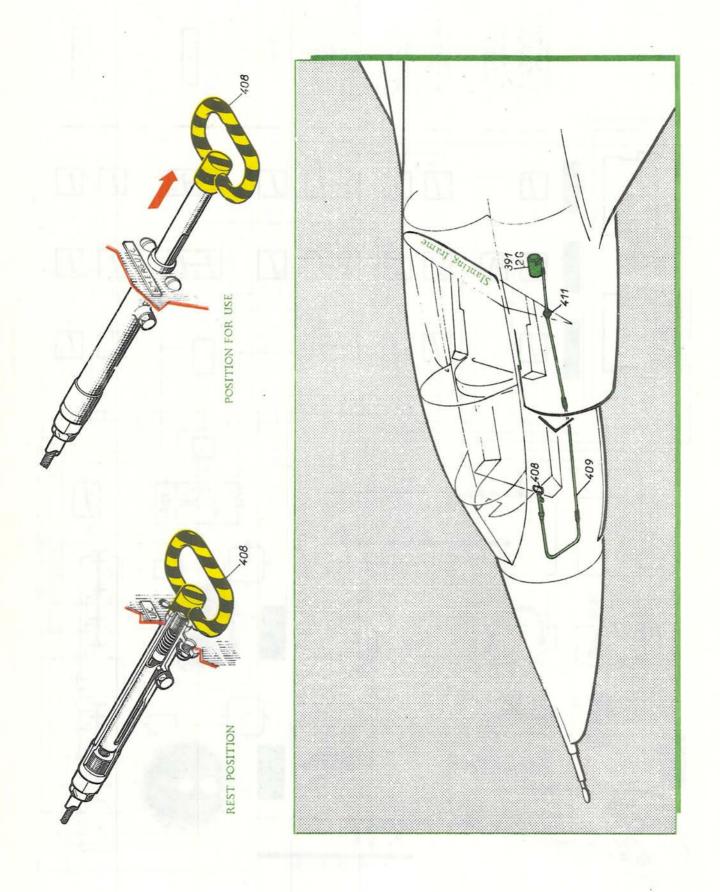


Figure 6-101 Emergency Undercarriage Control Location of Components - III D

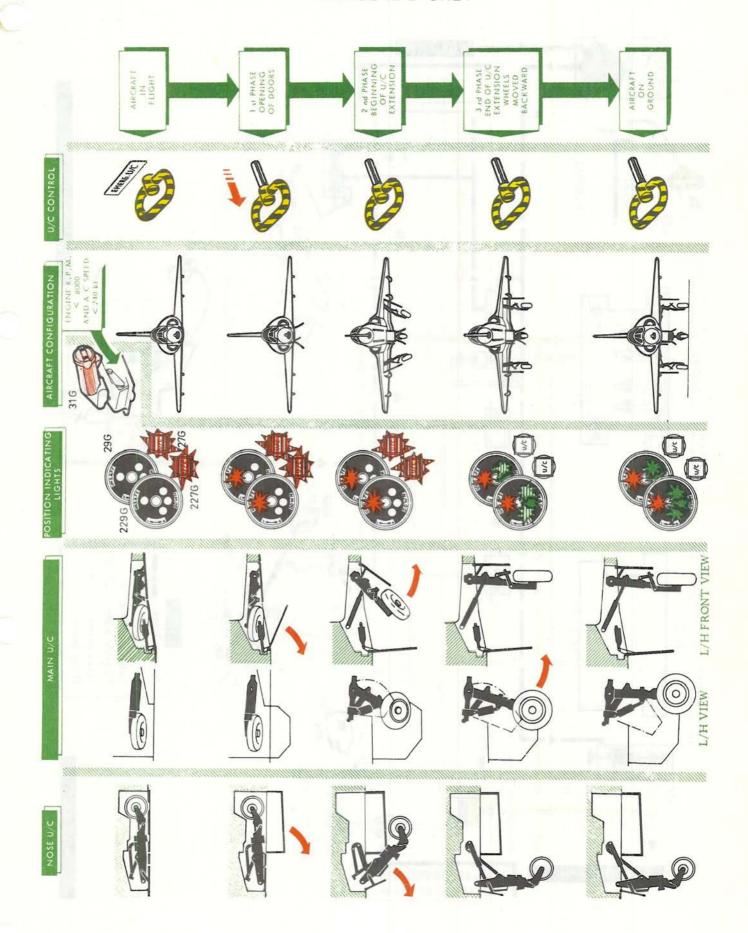


Figure 6-102 Emergency Undercarriage Control - Extension Principle - III D

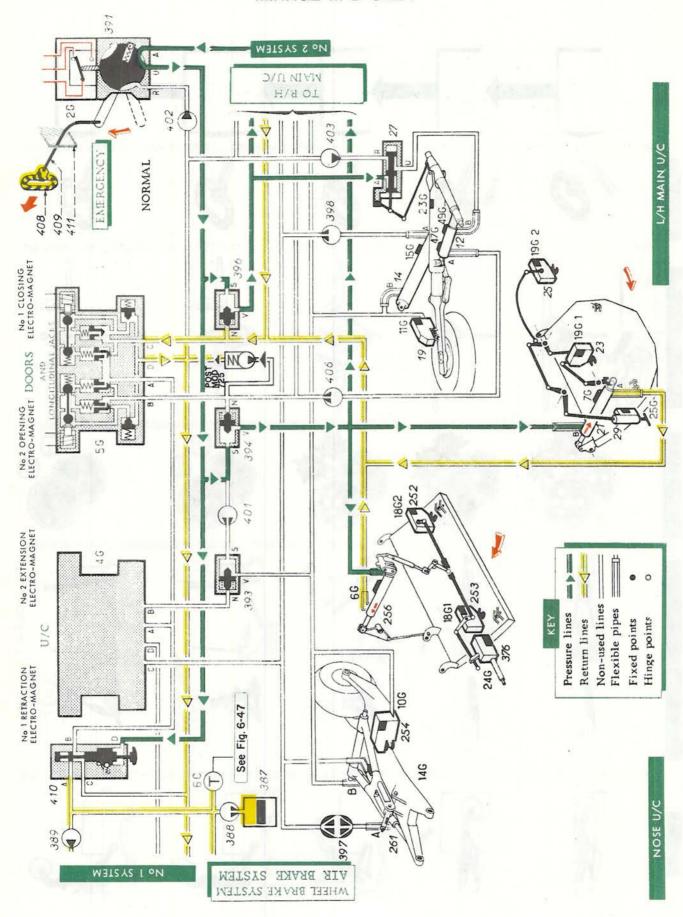


Figure 6-103 Emergency Undercarriage Control - Extension 1st Phase
- Door Opening - III D

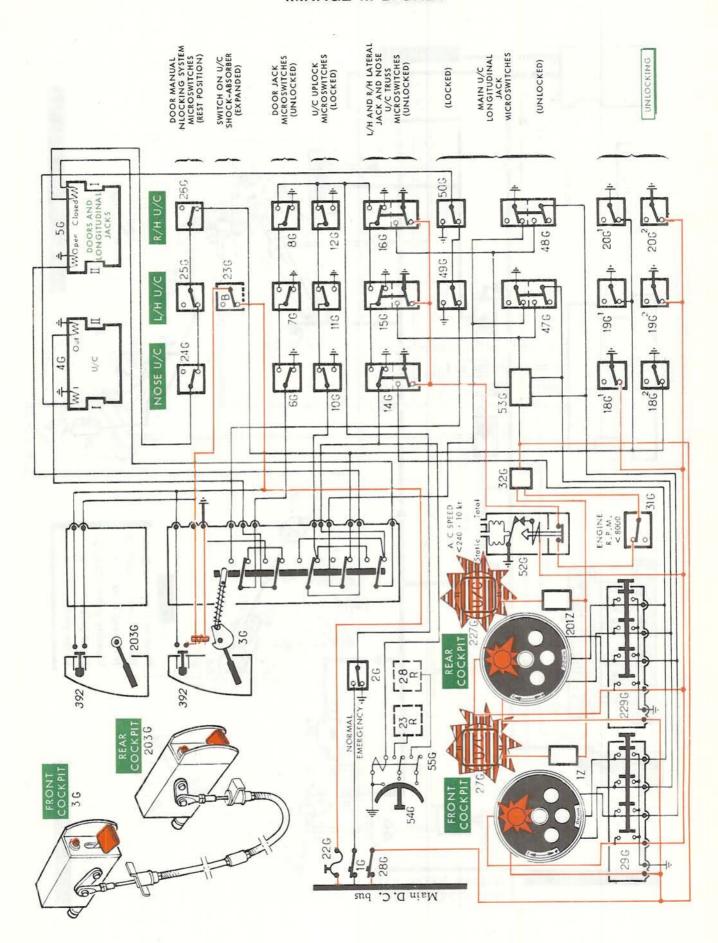


Figure 6-104 Emergency Undercarriage Control - Extension 1st.Phase - Electrical Position Indication at Start of Sequence - III D

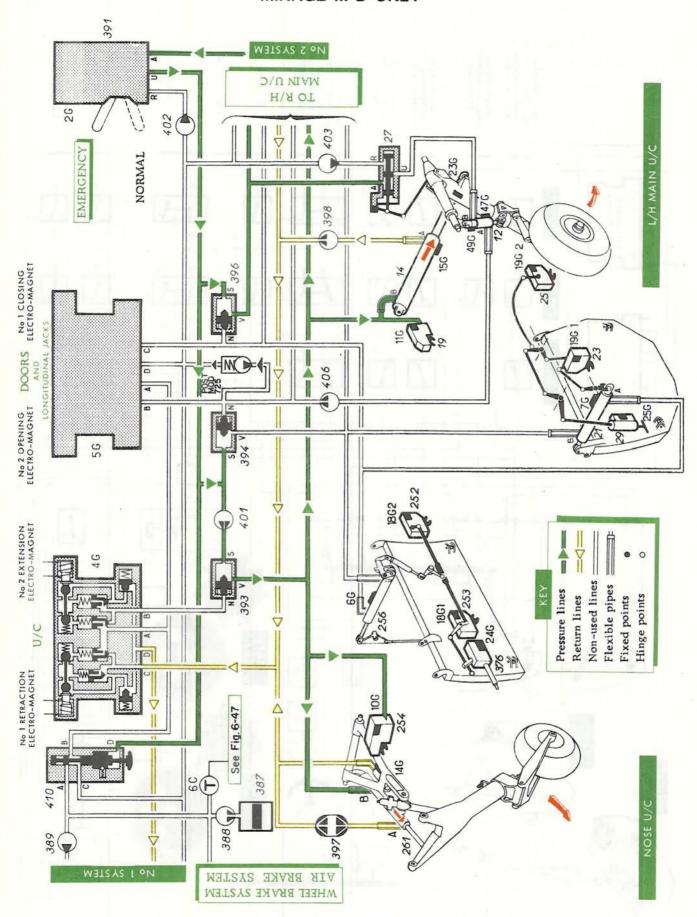


Figure 6-105 Emergency Undercarriage Control - Extension 2nd Phase - Extension of Undercarriage - III D

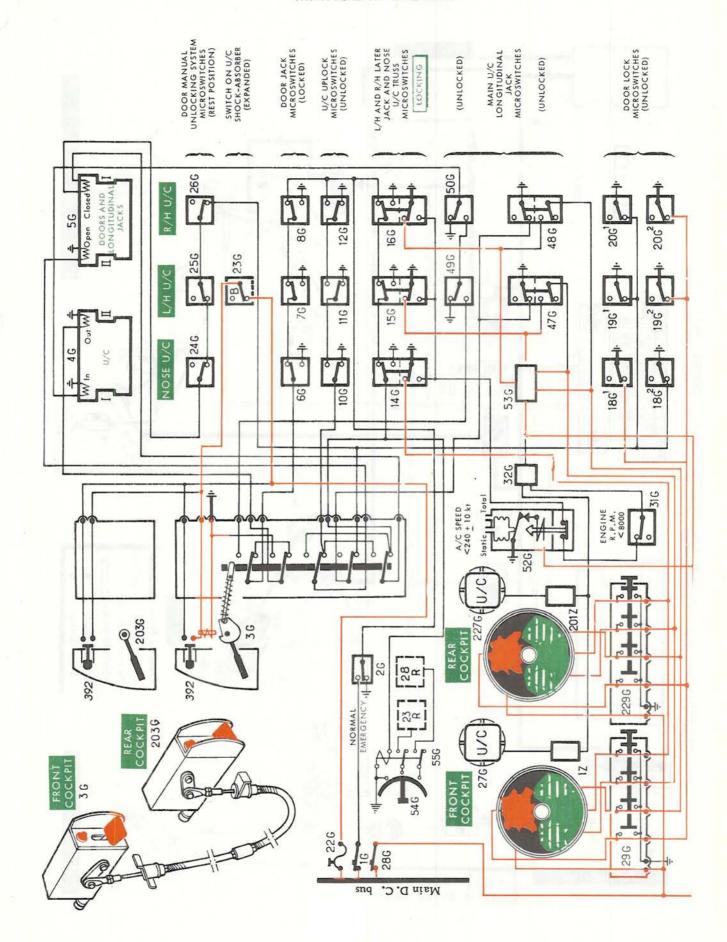


Figure 6-106 Emergency Undercarriage Control - Extension 2nd Phase - Electrical Position Indication at End of Sequence - III D

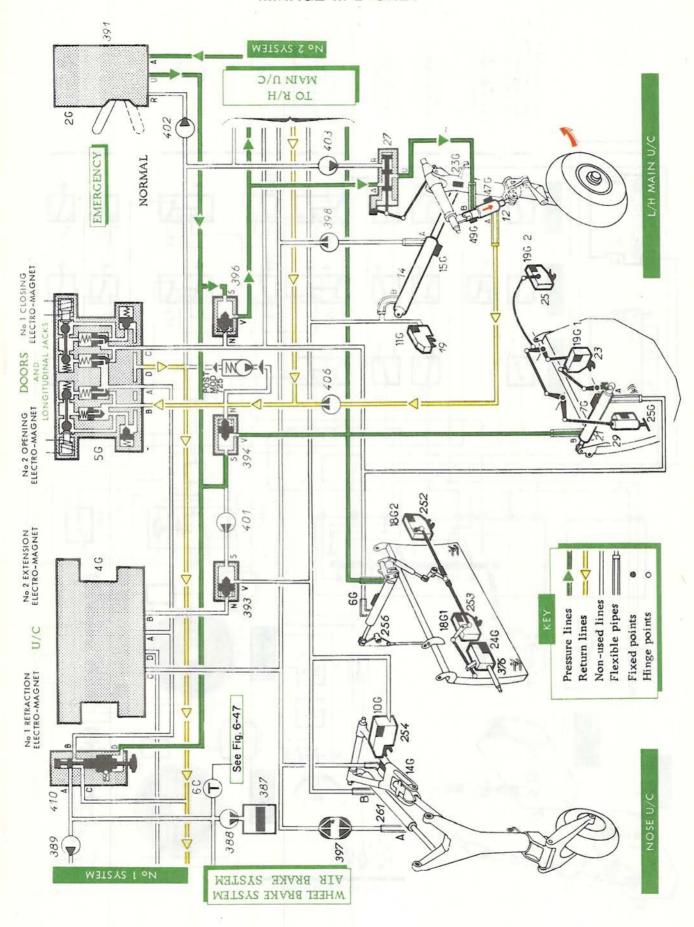


Figure 6-107 Emergency Undercarriage Control - Extension 3rd Phase - Main Wheel Backward Motion - III D

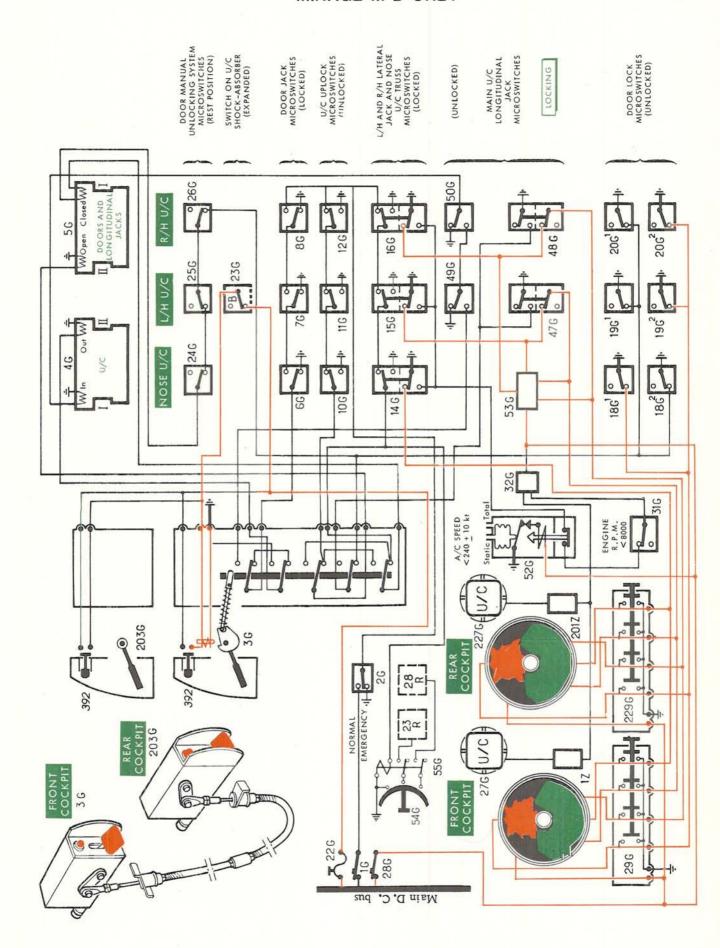


Figure 6-108 Emergency Undercarriage Control - Extension 3rd Phase - Electrical Position Indication at End of Sequence - III D

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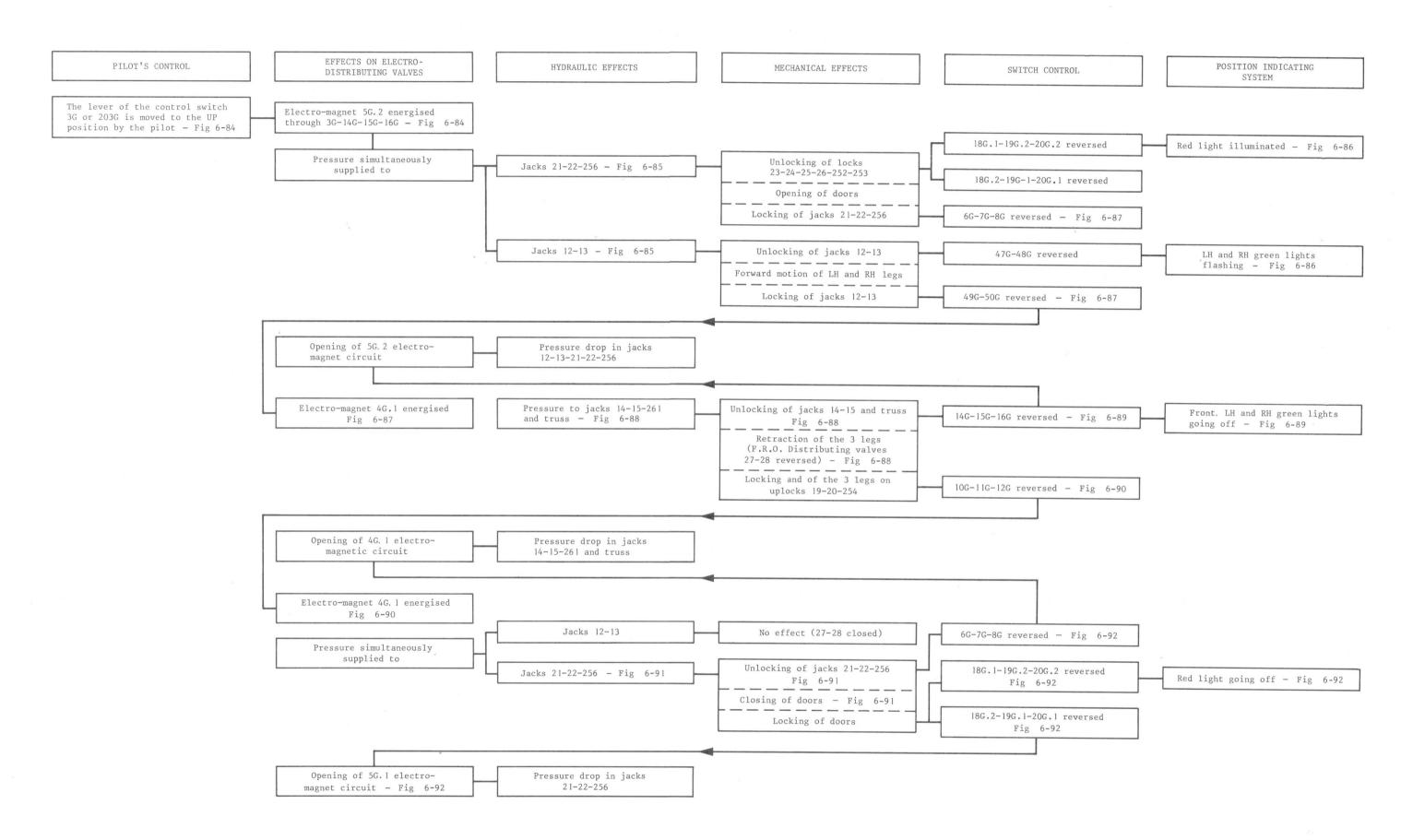


Figure 6-109 Normal Undercarriage Control - Retraction Functional Diagram - III D

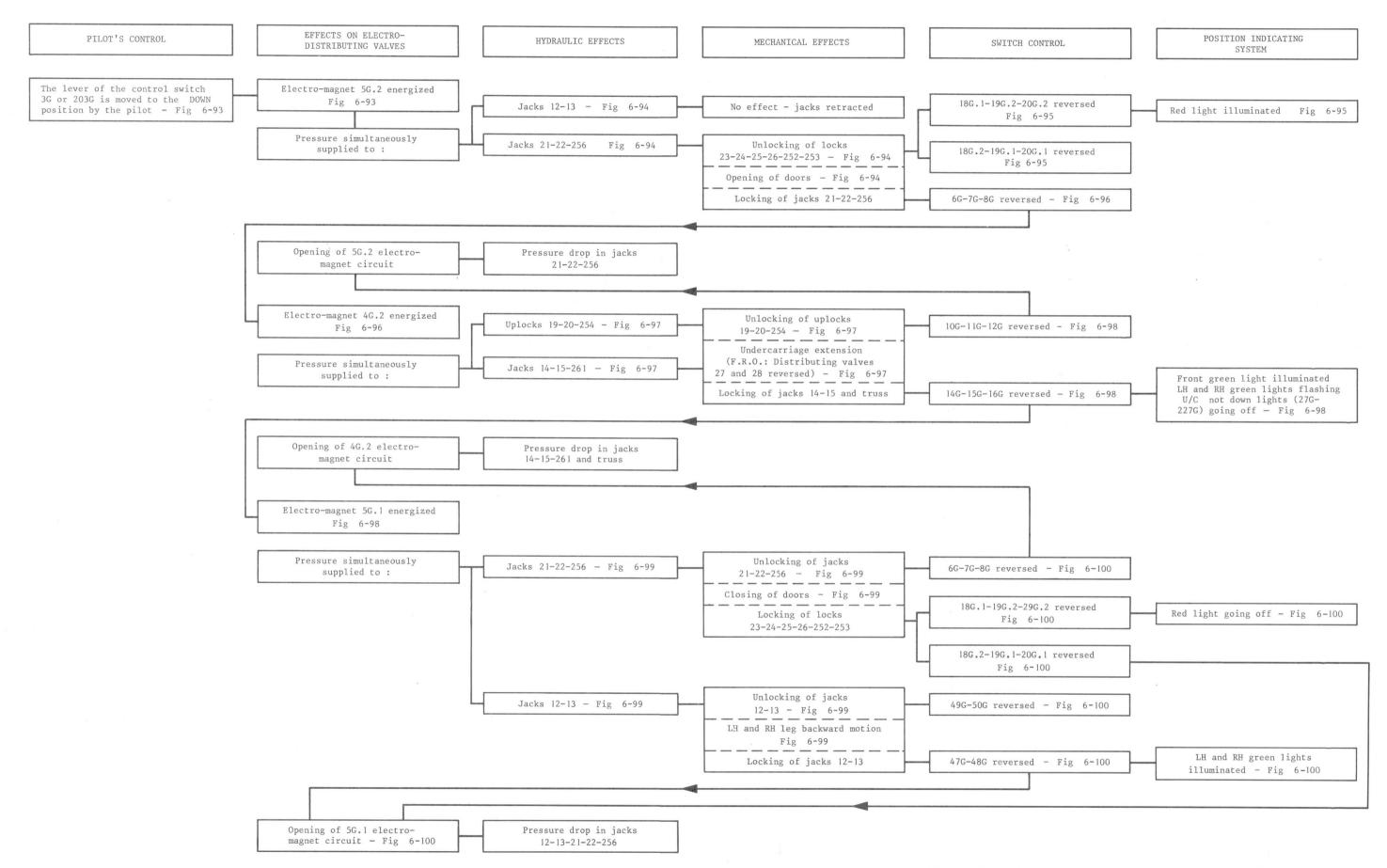


Figure 6-110 Normal Undercarriage Control - Extension Functional Diagram - III D

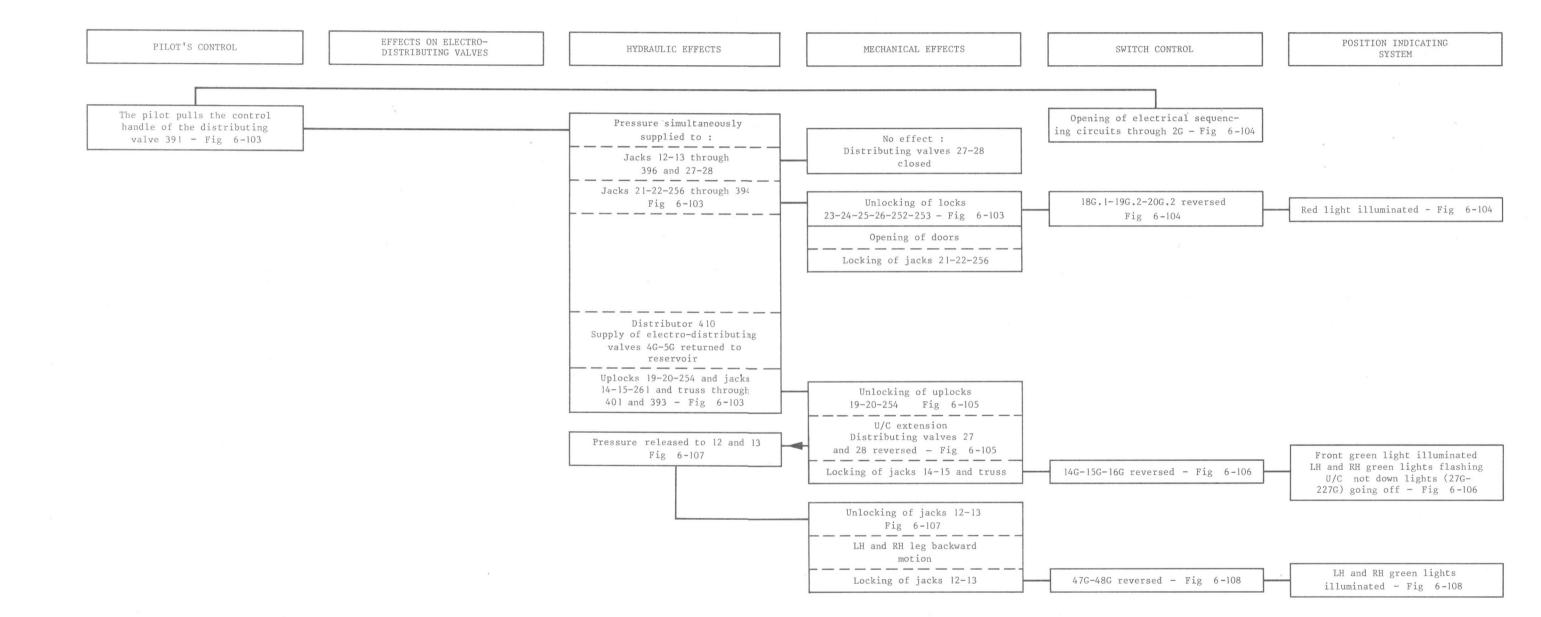


Figure 6-111 Emergency Undercarriage Control - Extension Functional Diagram - III D

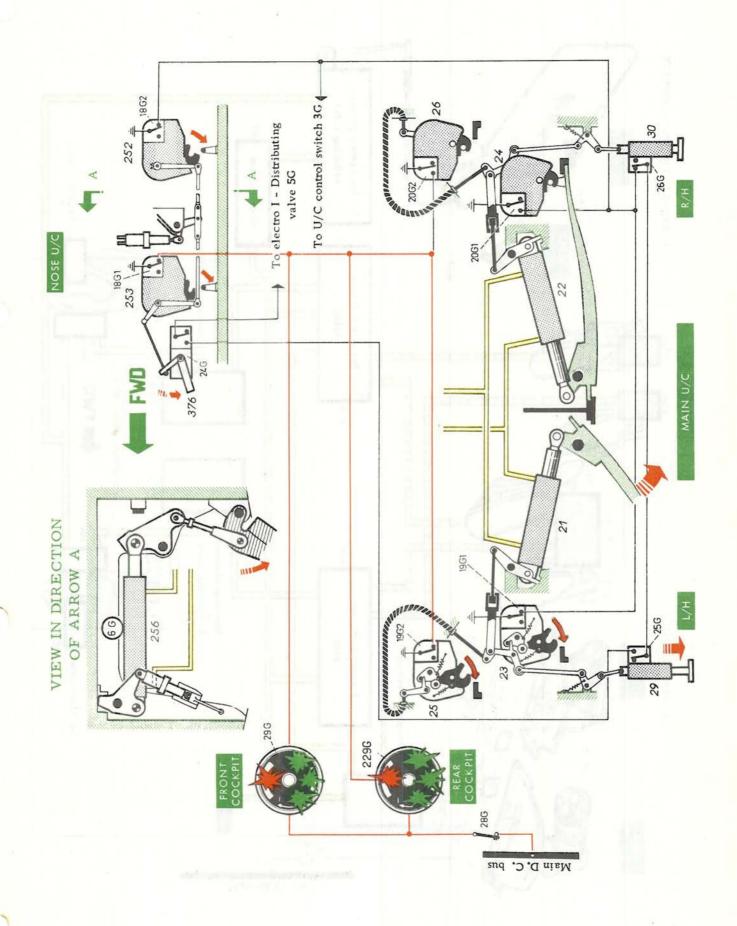


Figure 6-112 Opening of Undercarriage Doors on the Ground - III D

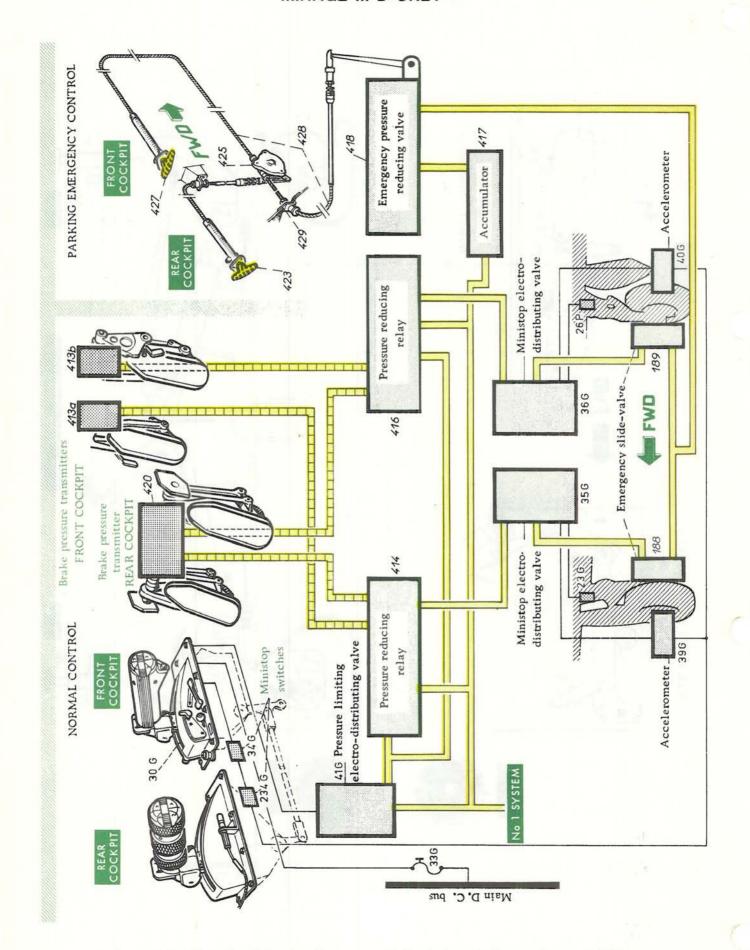


Figure 6-113 Wheel Brake System - Principle of Operation - III D

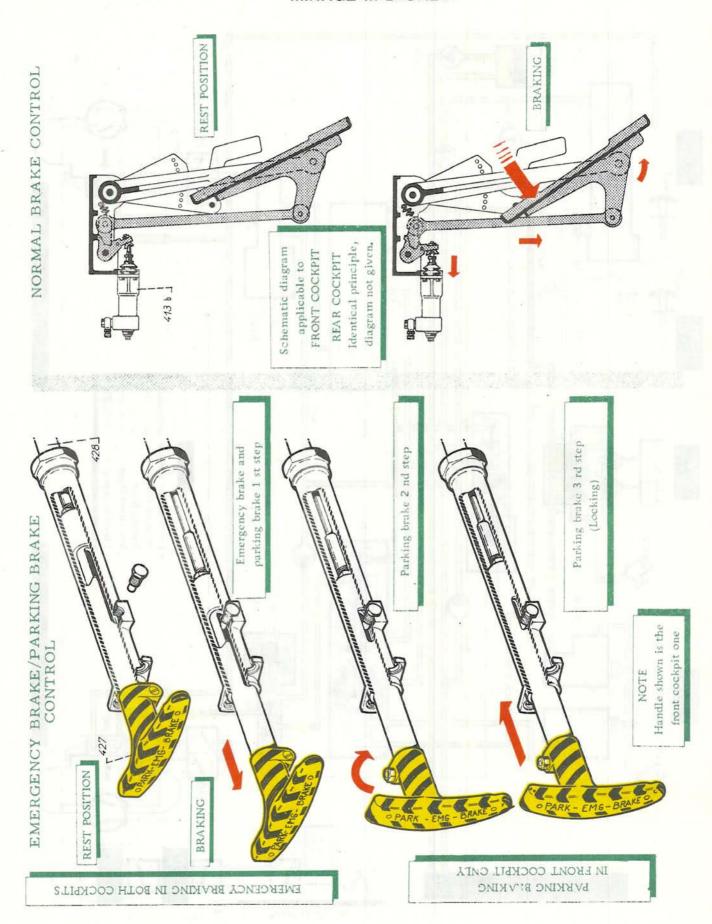


Figure 6-114 Wheel Brake System - Control Devices - III D

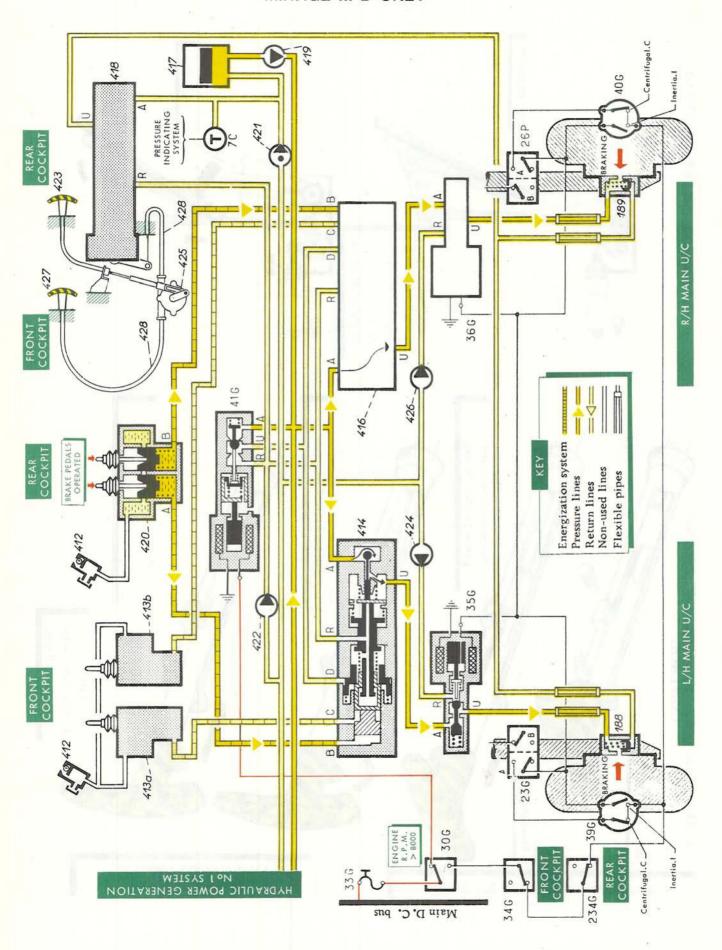


Figure 6-115 Wheel Brake System - Application During Engine Run - III D

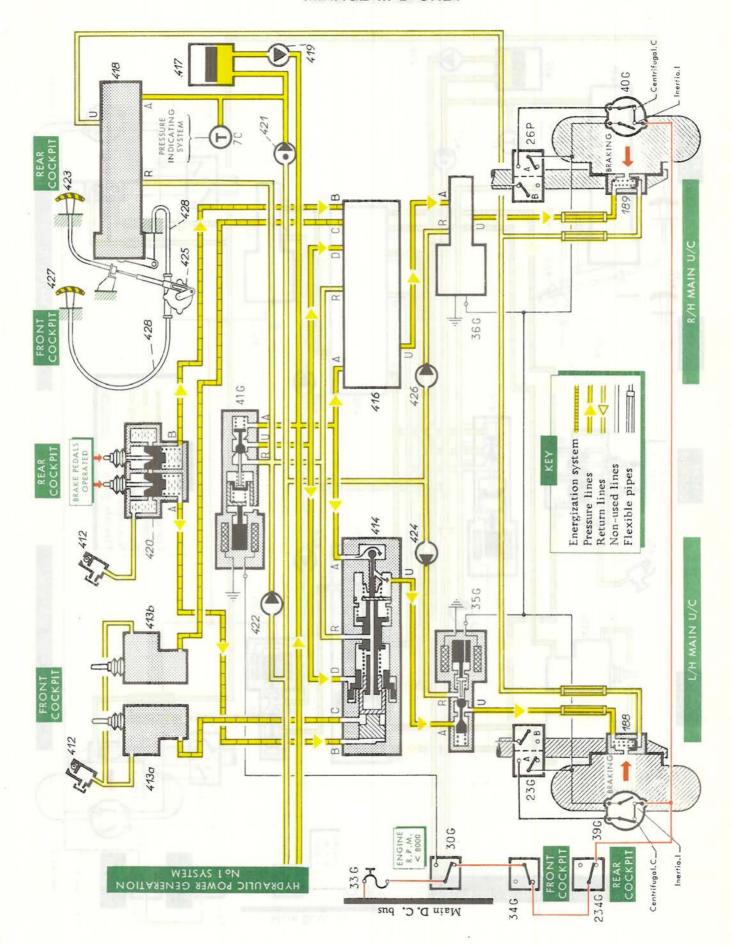


Figure 6-116 Wheel Brake System - Application on Landing - III D

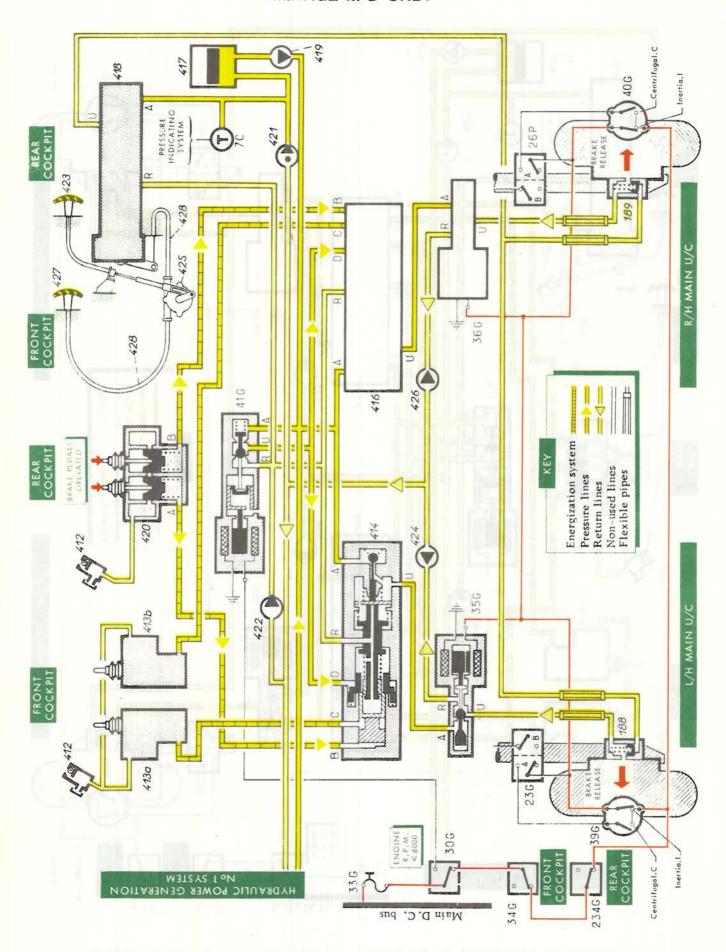


Figure 6-117 Wheel Brake System - Ministop Brake Release - III D

B K A K I N G PRE 5 5 URE P2 : MAXIMUM BKAKING PRE 55 URE P1 : N ORMAL B° G PRE 55 URE		0 to P2	0	0 to P1	0	0	0 to P1	0
TUT	35 G 36 G	#11	#UJ	1	1100	1107	1	112
CHES VALVE	2 0	L	L000#	L.0004	<u>                                     </u>	<u>L</u>	<u> </u>	1004
/C LEG SWITCHES STRIBUTING VALV energized) G VALVE hen energized)	TO 23 G OR 26 P	0	0	0		0	0	0
THE MAIN U ELECTRO-DI pplied when DISTRIBUTIN	G OR 40 G							97
PRESSURE pressure su ELECTRO-1	34G (Front 39 cockpit)	0	<b>©</b>	(t)	(0)	(1)	(2)	(E)
X X I M U A X I	0 0		T.					
23 C R S P R	33 G	F\$	F\$	K	I-S	F\$	F\$	IÇ.
KEY ACT CUT O	EED	0	0	٨	V	٨	V	0
IFUGAL CONTACT	750	O3553Bawo)	O3ON Pa+3	O3ON Pa+3	Osonba+3	O3SS 3HOWOJ	Q35S3BBWOO	0355388WOS
- BREAKER  STOP CONTROL SWITCHES (Cockpits)  LEROMETERS - [ : Inertia contact  C : Centrifugal con  WHEEL SPEED OVER THE CENTR	AIRCRAFT	ENGINE RUN	TOUCH DOWN OF MAIN WHEELS	LANDING ROLL ON MAIN WHEELS	BOUNDING ON REBOUNDING WHEEL SIDE	POSITIVE DECELERATION OF WHEELS	LANDING ROLL 3 POINTS	WHEEL SKIDDING
							CRAFT ON	818
33 G S 34 G S S S S S S S S S S S S S S S S S S	ACTION ON BRAKE PEDALS			FIRM			*/ h + 0 0 h	20/2

Figure 6-118 Braking System with Ministop Control
- Operational Block Diagram - III D

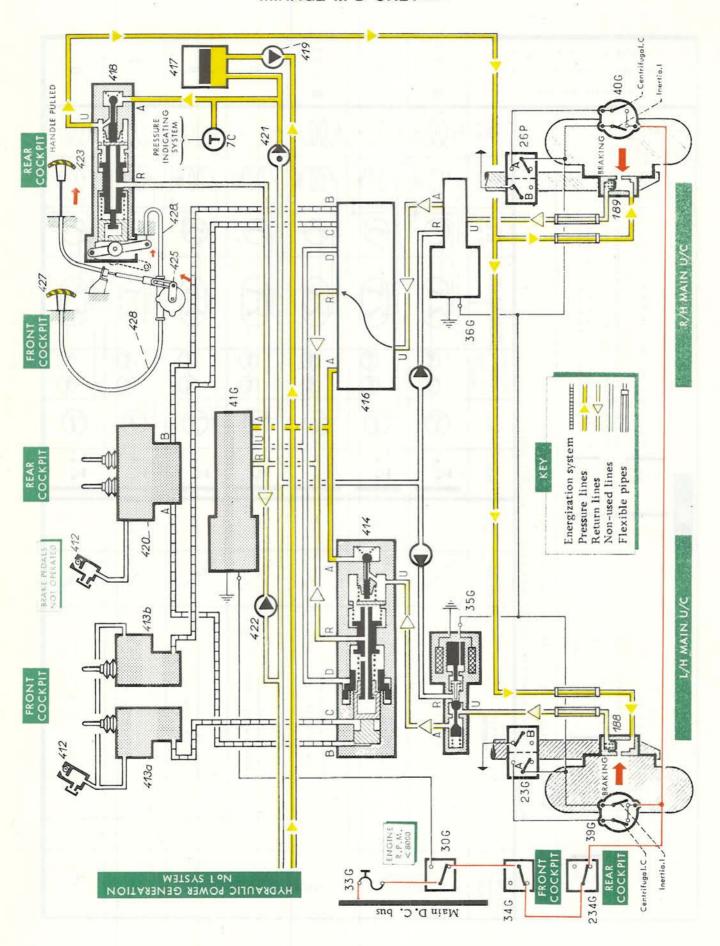


Figure 6-119 Wheel Brake System - Application Through Emergency Control - III D

## CHAPTER 7

## COCKPIT ARRANGEMENT III O

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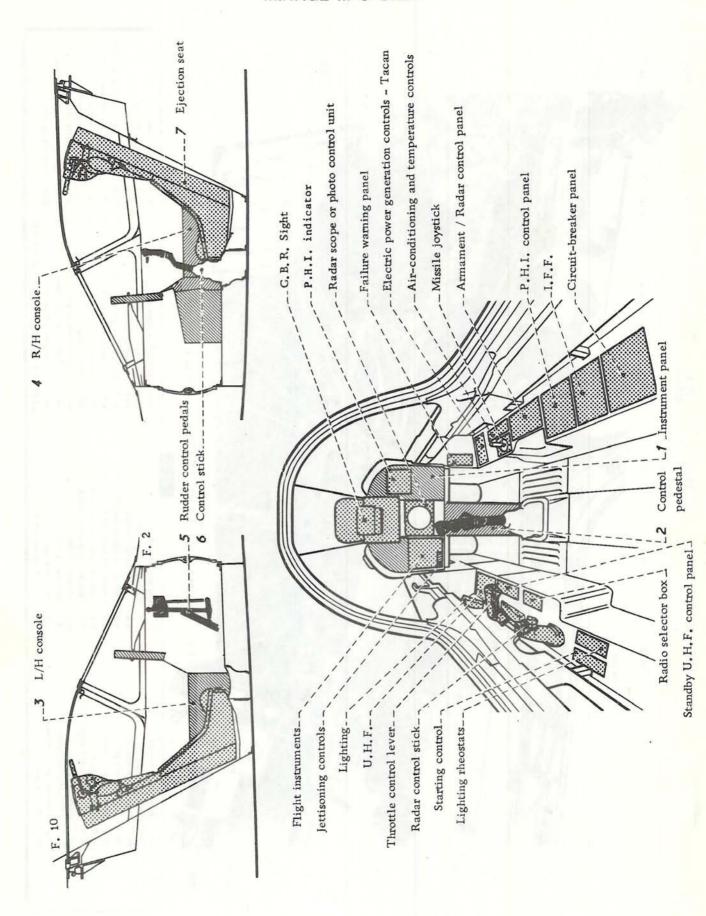


Figure 7-1 Cockpit - General Arrangement

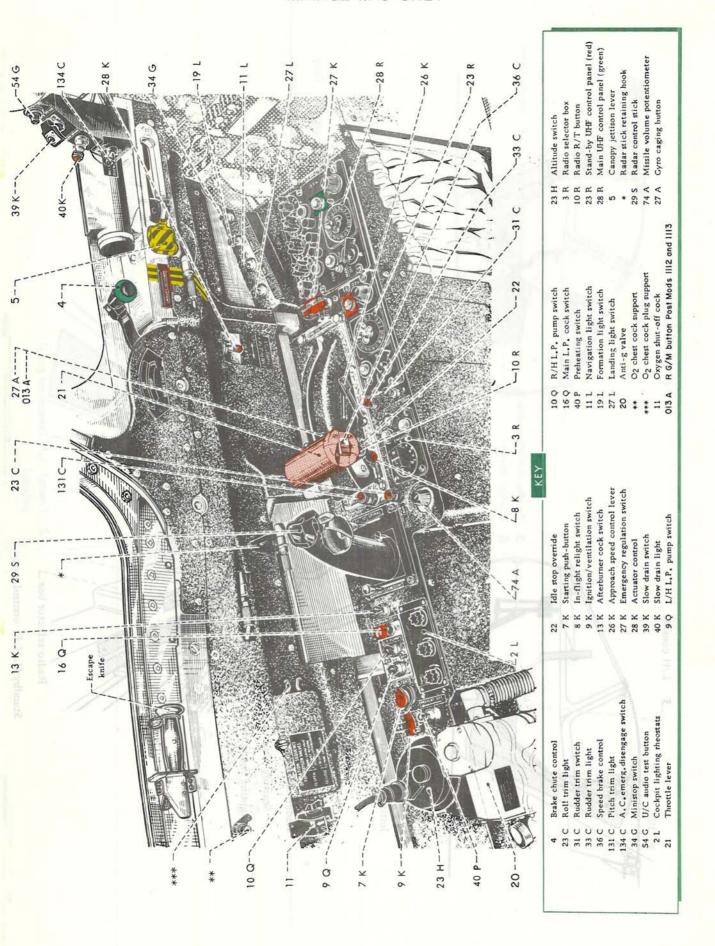


Figure 7-2 Cockpit - LH Side

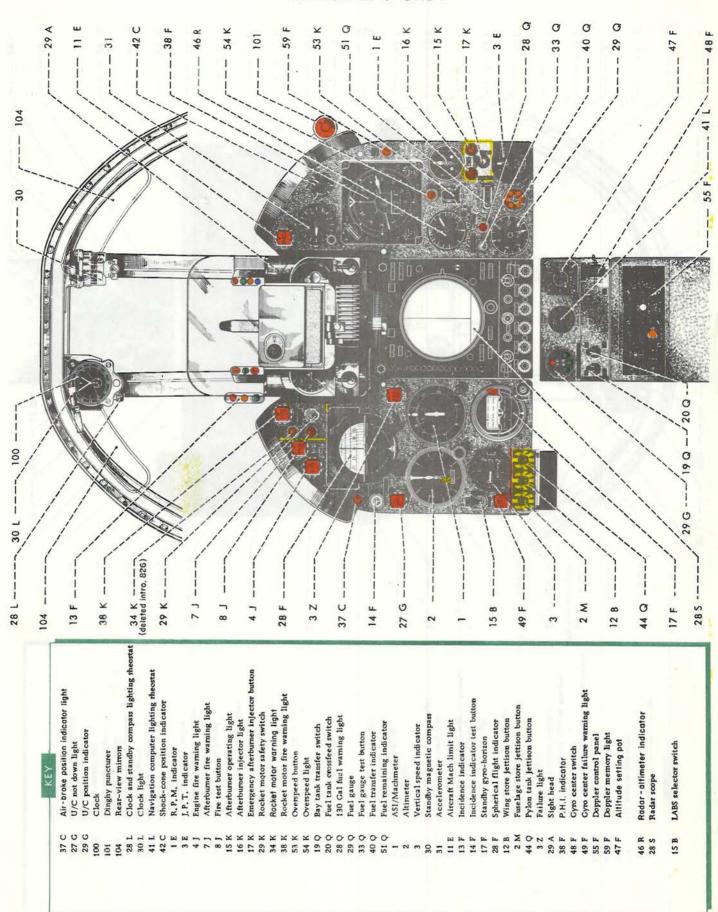


Figure 7-3 Instrument Panel With Radar

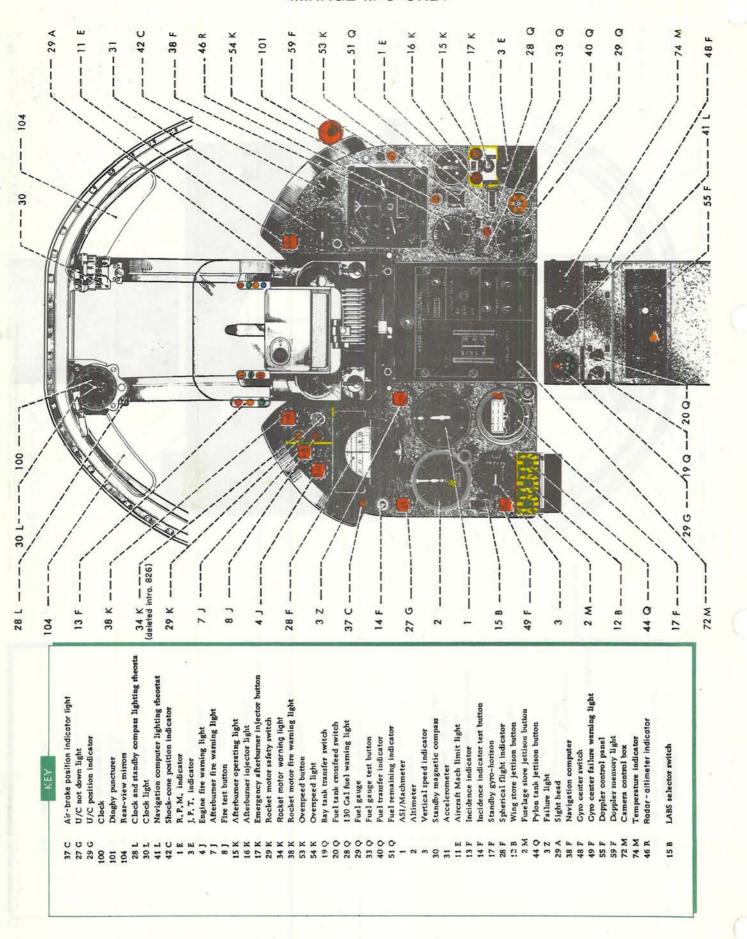


Figure 7-4 Instrument Panel with Camera Control

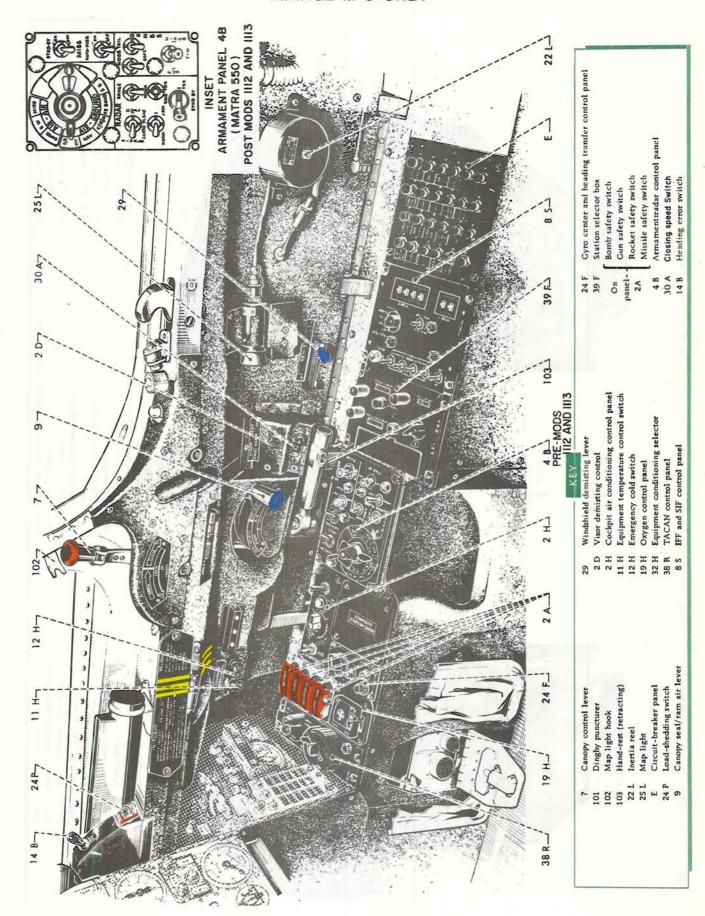


Figure 7-5 Cockpit - RH Side

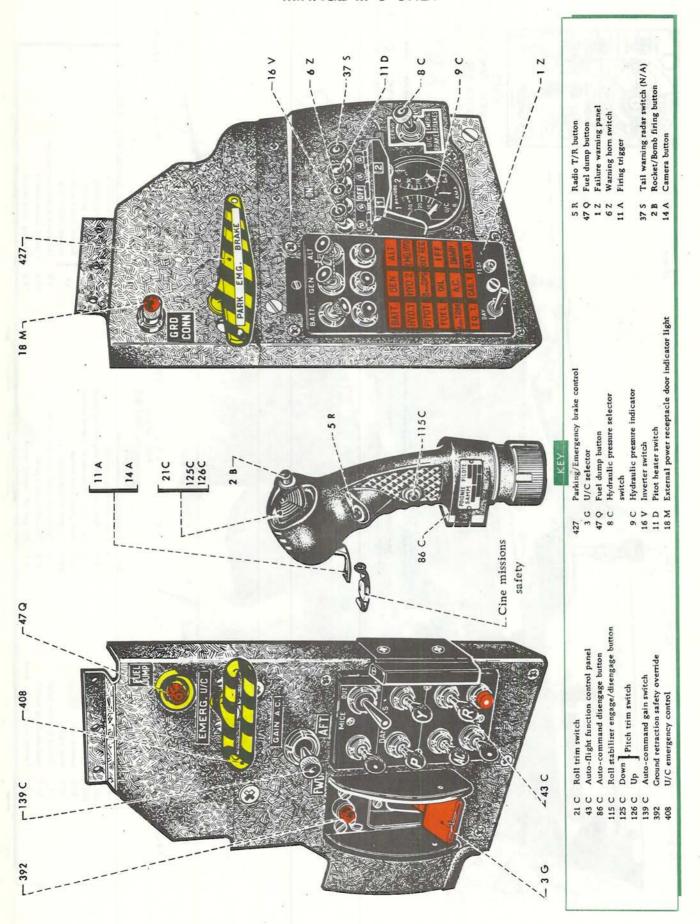


Figure 7-6 LH and RH Panels and Control Stick Hand-grip

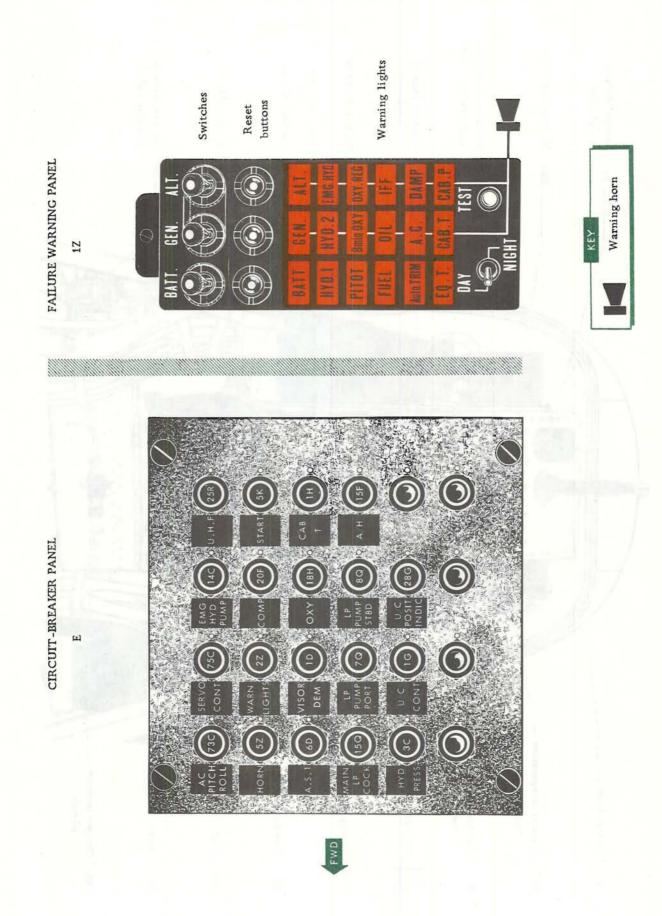


Figure 7-7 Circuit-Breaker Panel and Centralised Failure Warning Panel

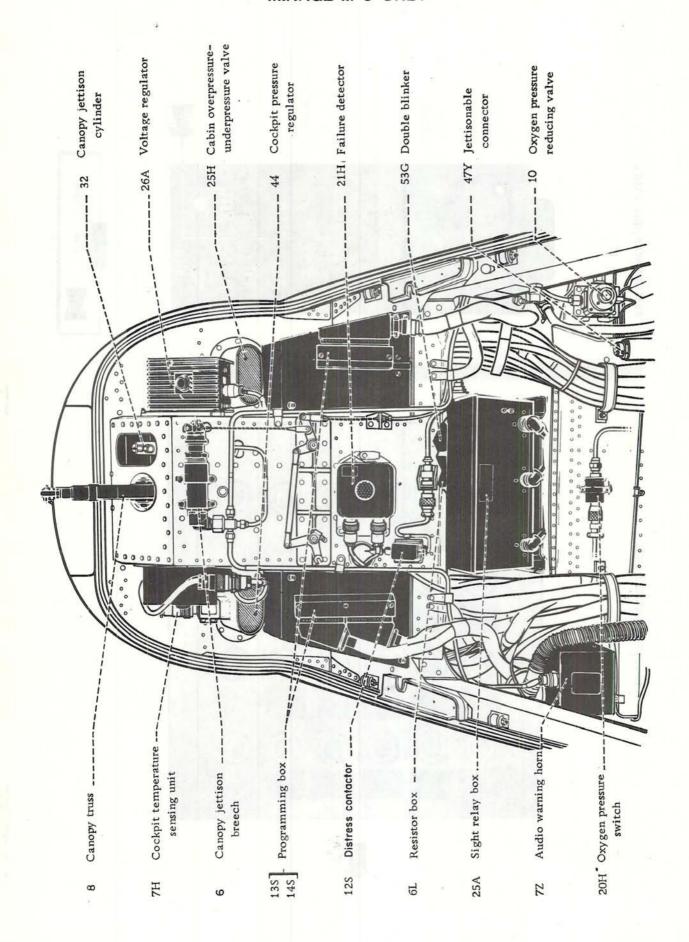


Figure 7-8 Cockpit - Rear Face Assembly

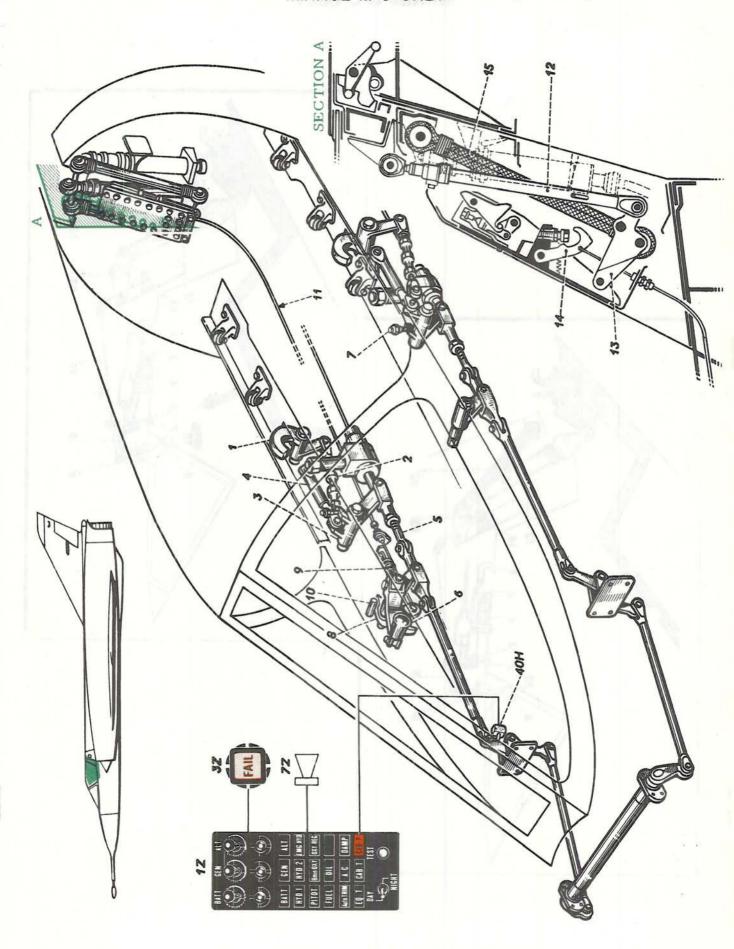


Figure 7-9 Canopy Control Mechanism

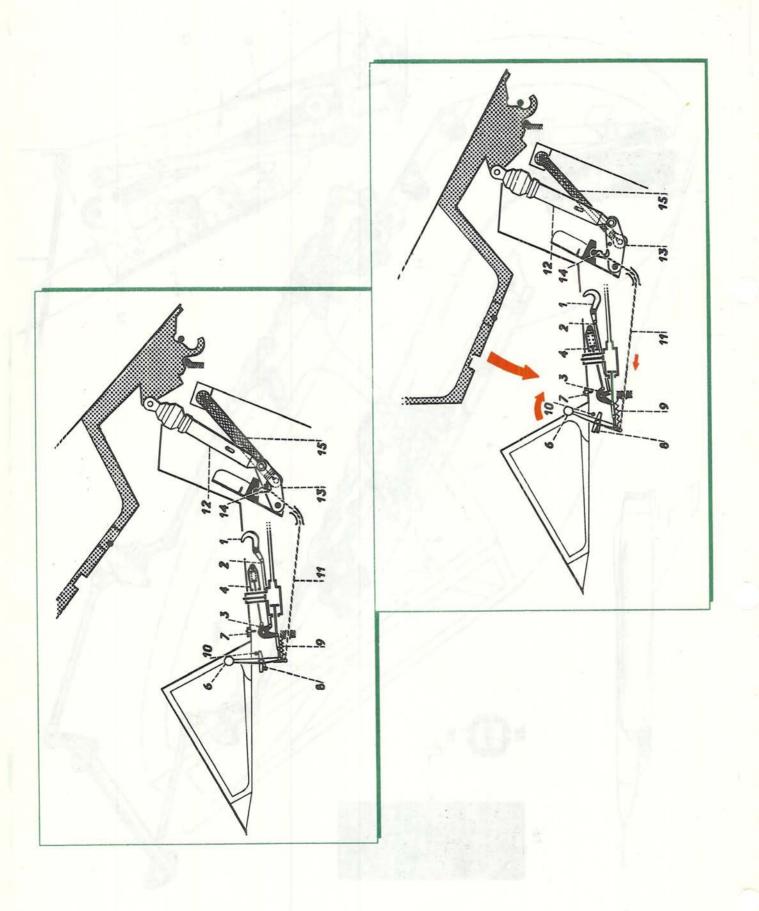


Figure 7-10 Canopy Closing

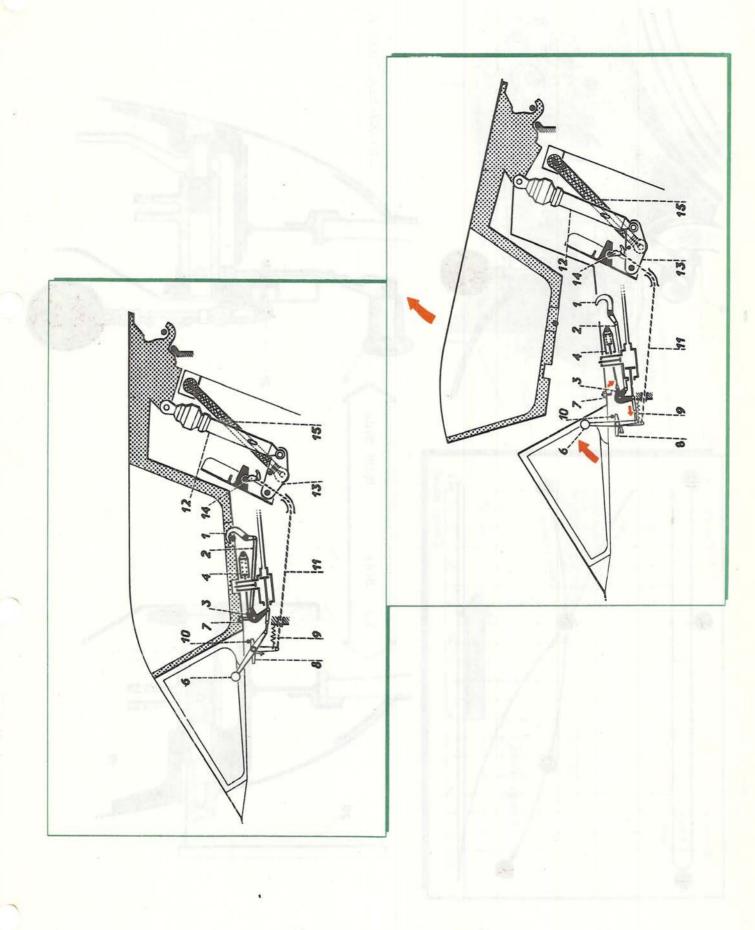


Figure 7-11 Canopy Opening

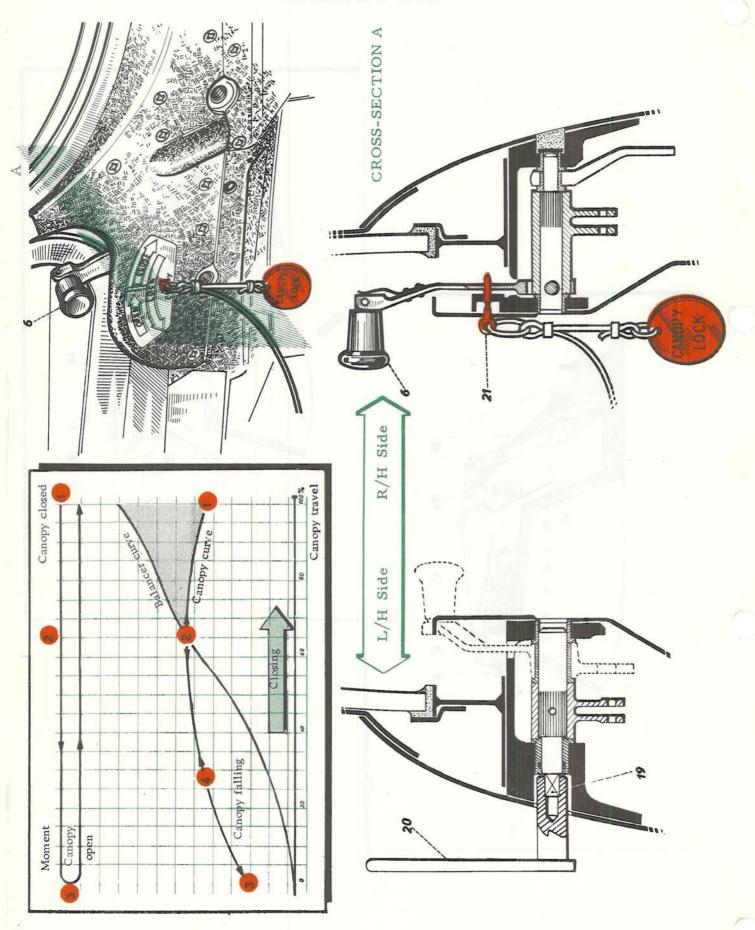


Figure 7-12 Canopy Operation - Details

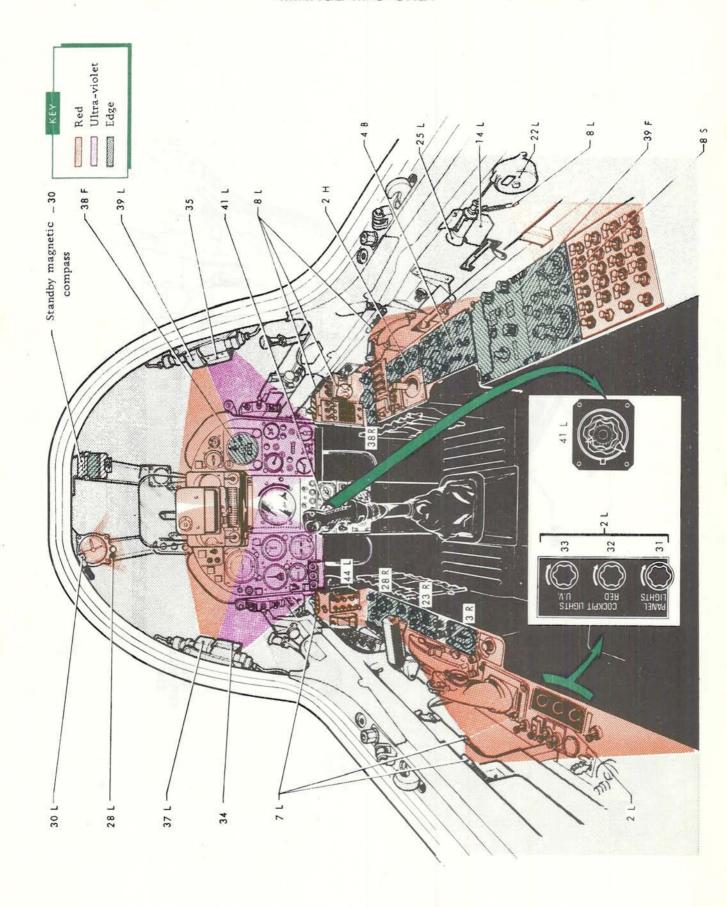


Figure 7-13 Cockpit Lighting

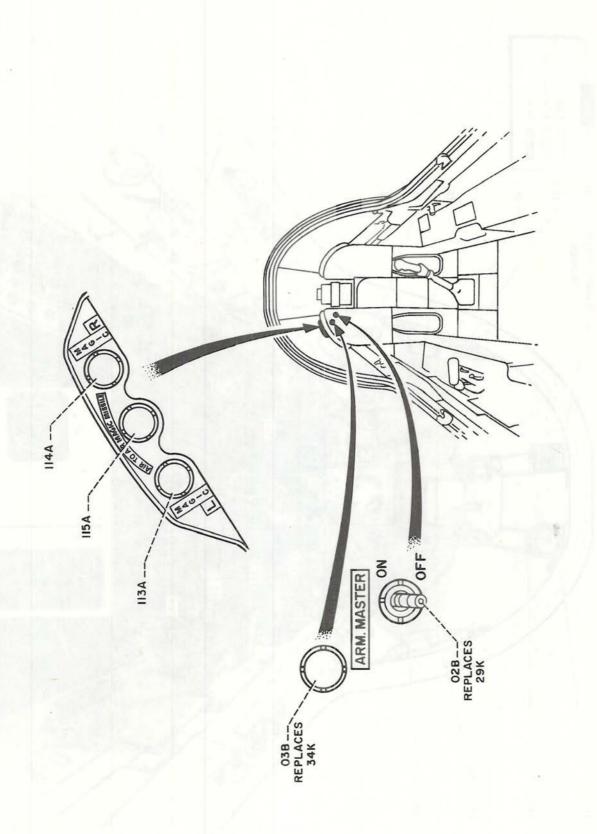


Figure 7-14 Location of Additional Components in Cockpit Post-Mods 1112 and 1113

## CHAPTER 8

### COCKPIT ARRANGEMENT III D

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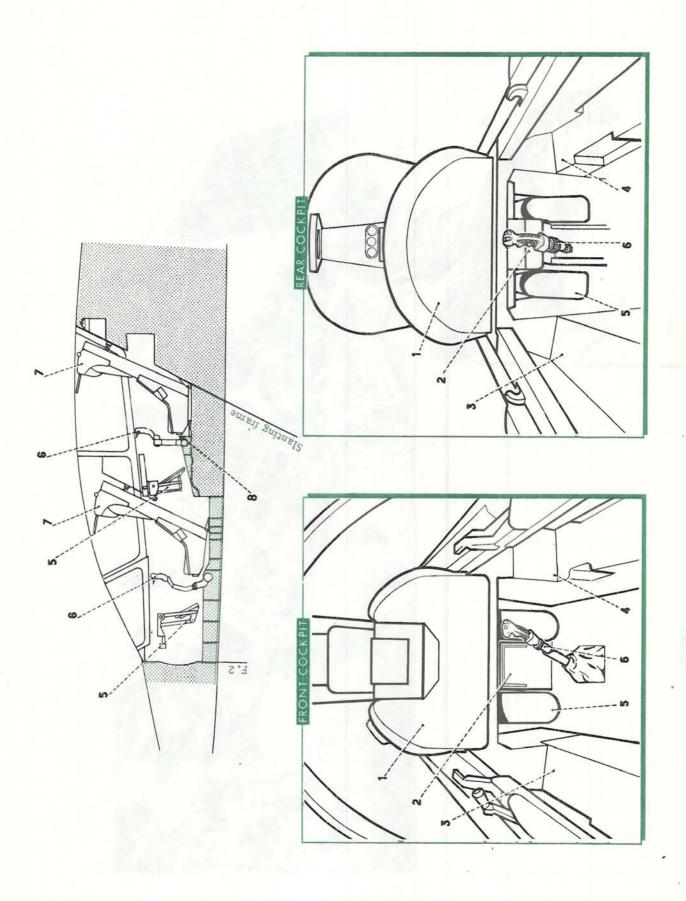


Figure 8-1 Cockpits

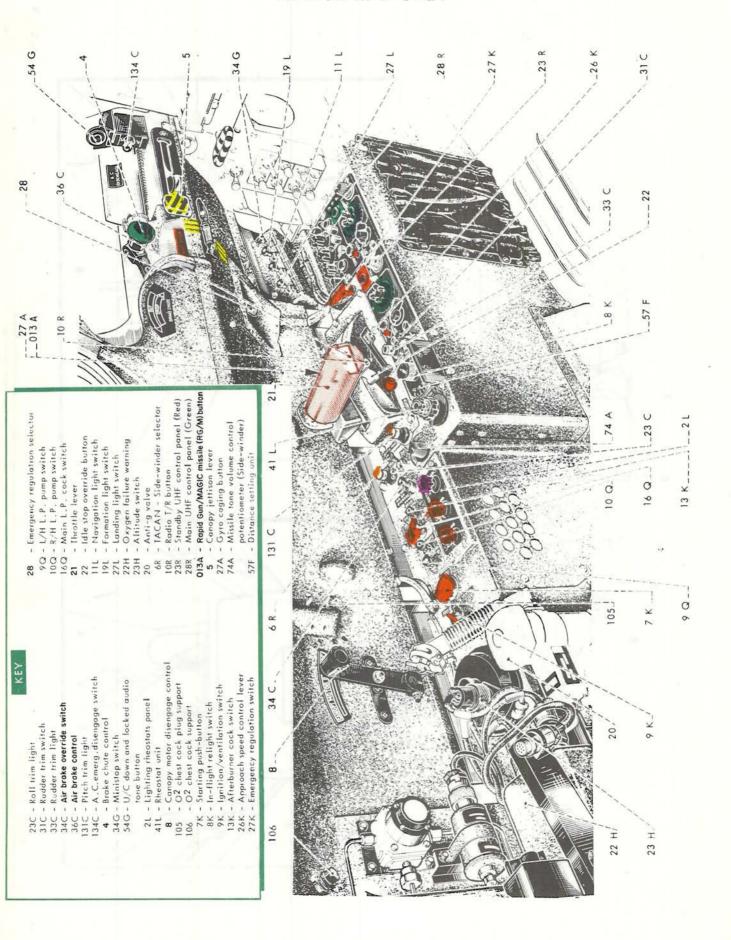


Figure 8-2 Front Cockpit - LH Side

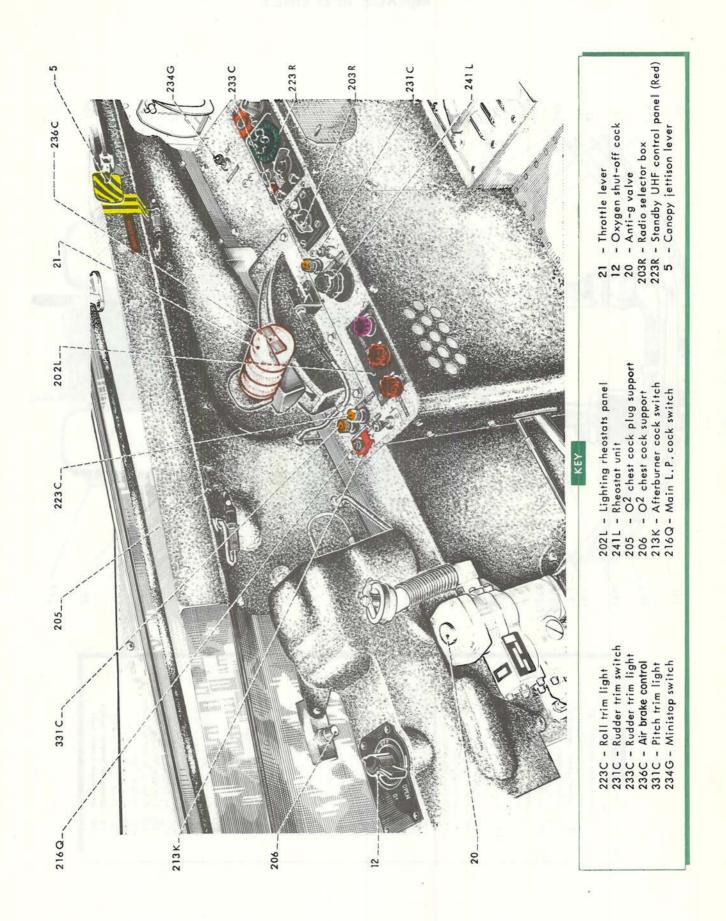


Figure 8-3 Rear Cockpit - LH Side

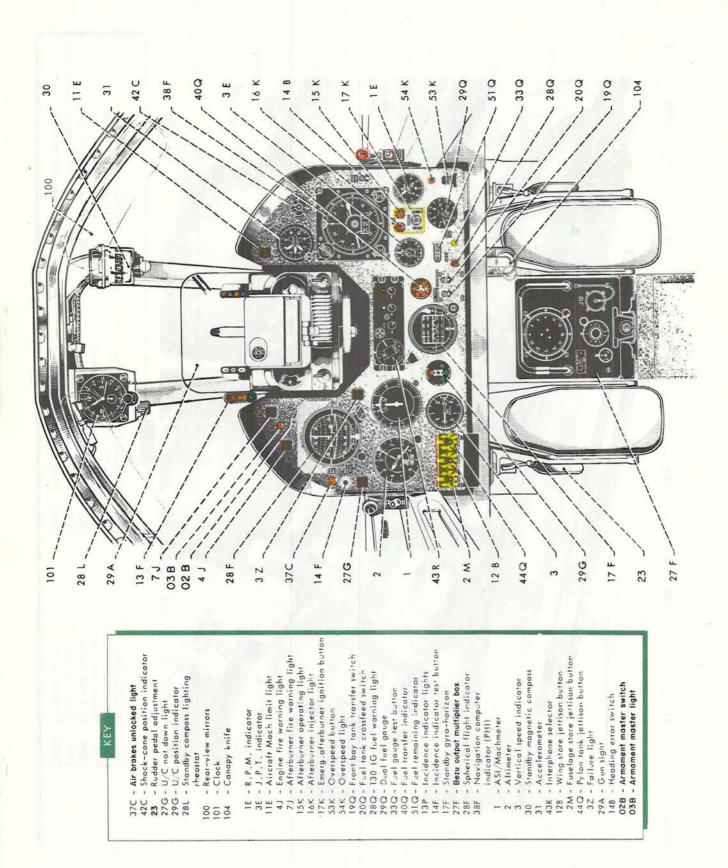


Figure 8-4 Front Cockpit - Instrument Panel and Windshield

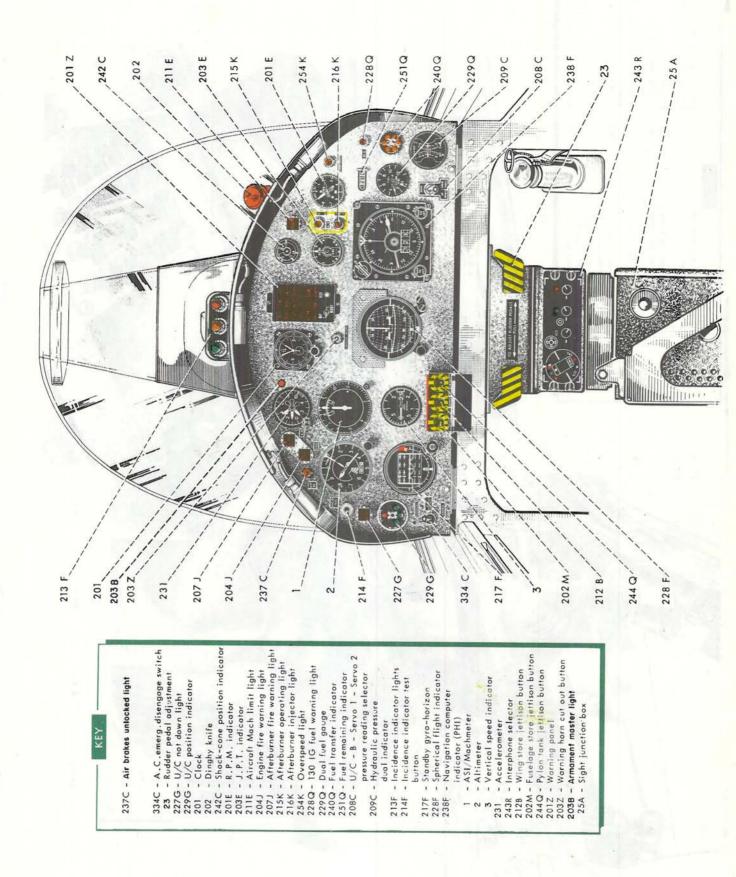


Figure 8-5 Rear Cockpit - Instrument Panel

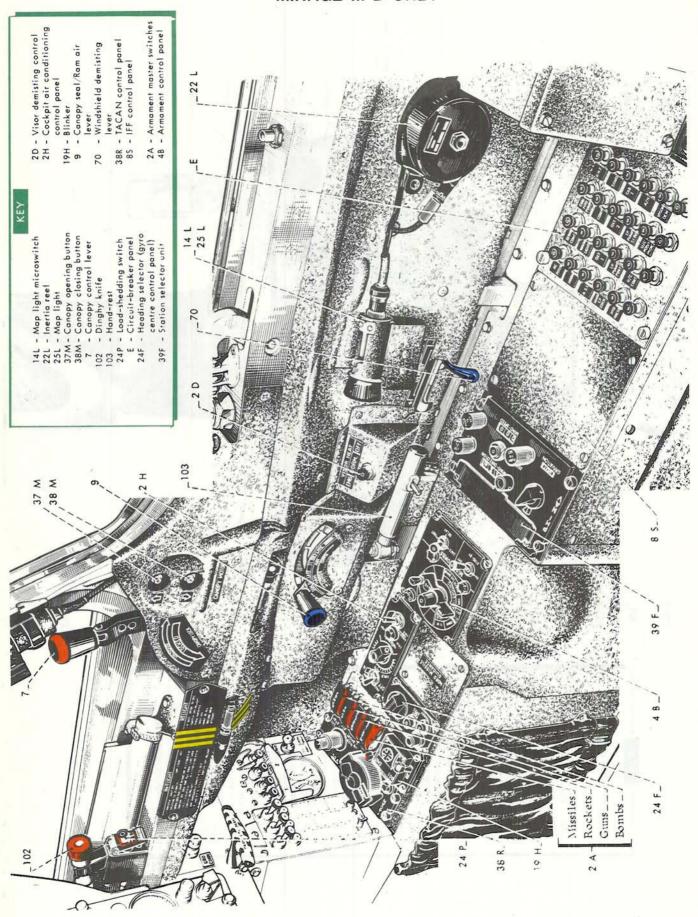


Figure 8-6 Front Cockpit - RH Side

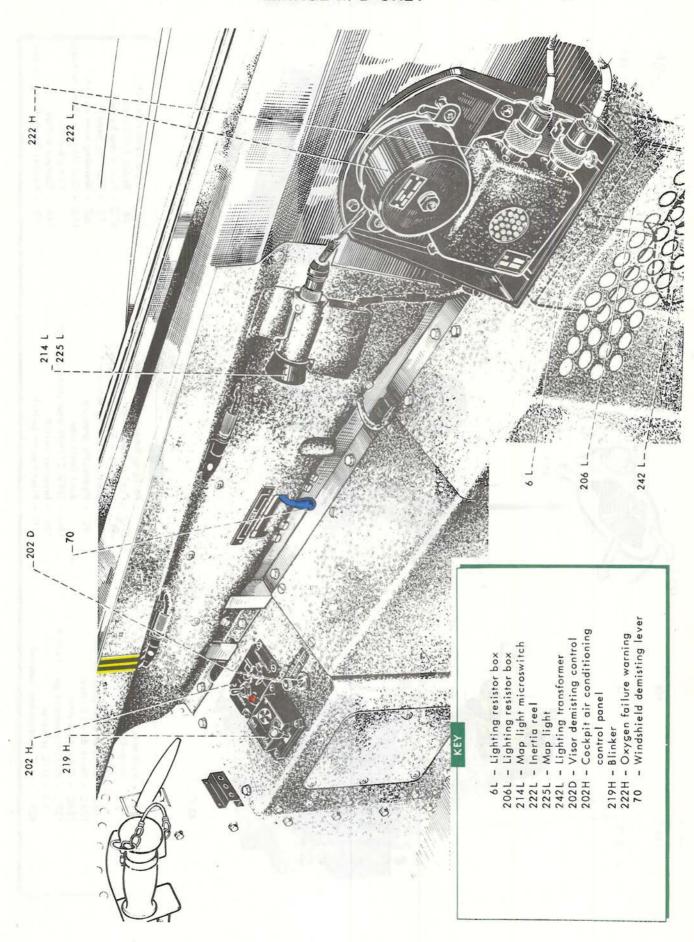


Figure 8-7 Rear Cockpit - RH Side

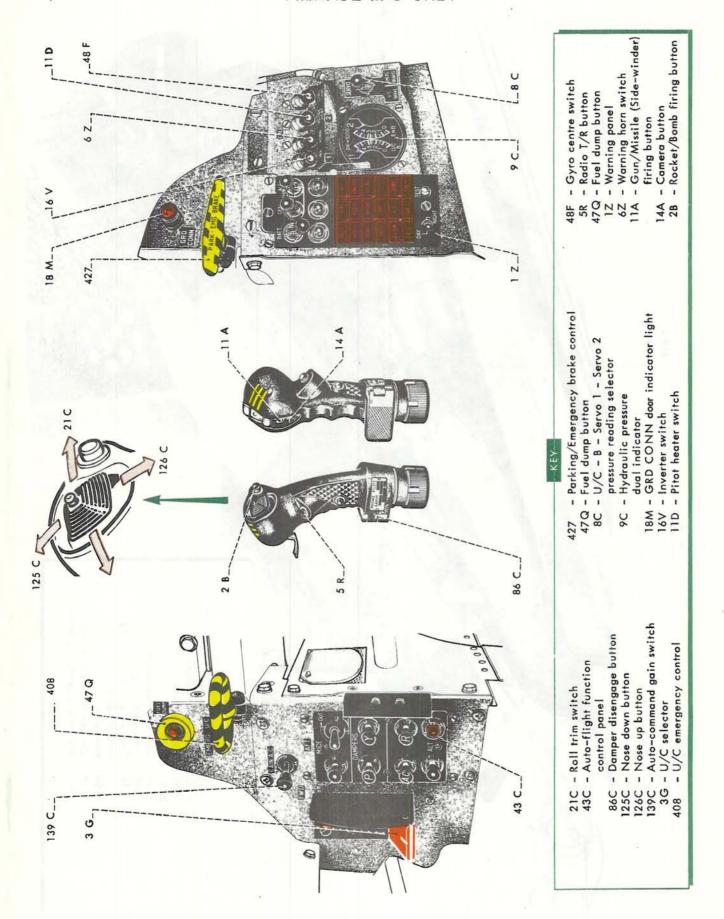


Figure 8-8 Front Cockpit - Panels and Control Stick Hand-grip

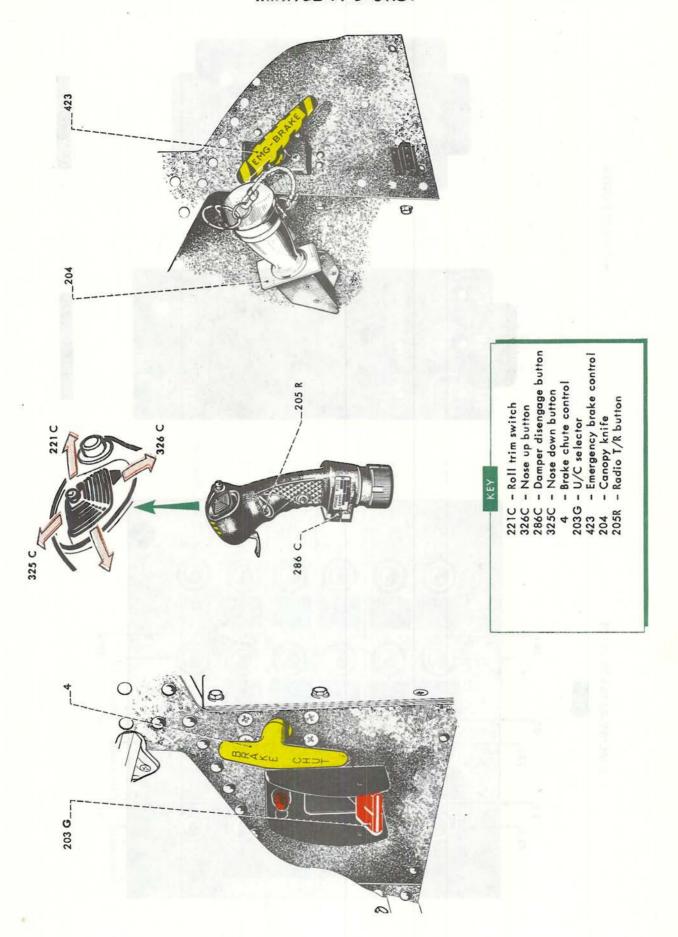


Figure 8-9 Rear Cockpit - Panels and Control Stick Hand-grip

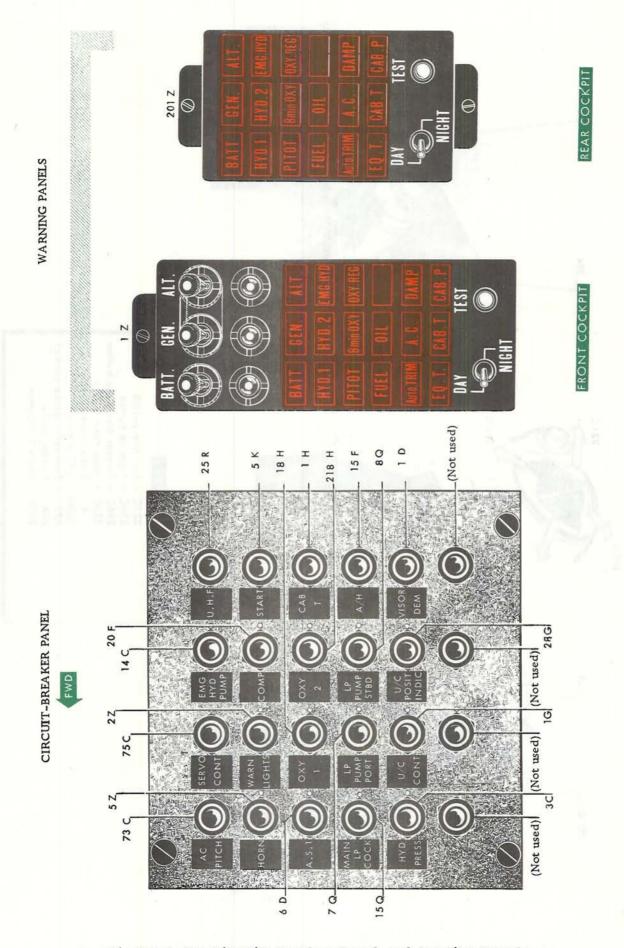


Figure 8-10 Circuit Breaker Panel and Warning Panels

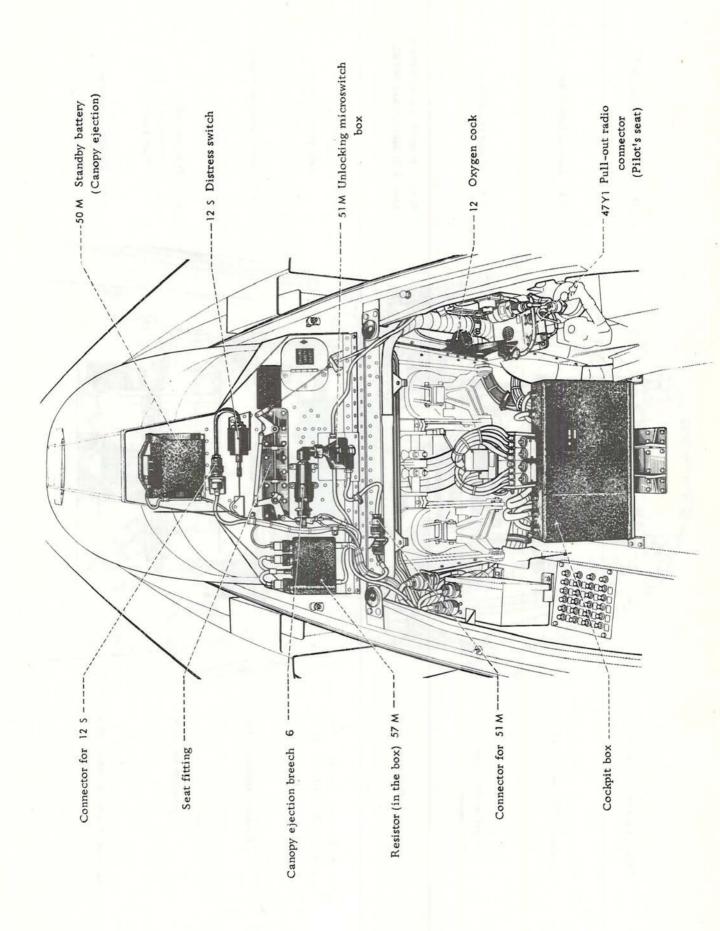


Figure 8-11 Front Cockpit - Rear Face Assembly

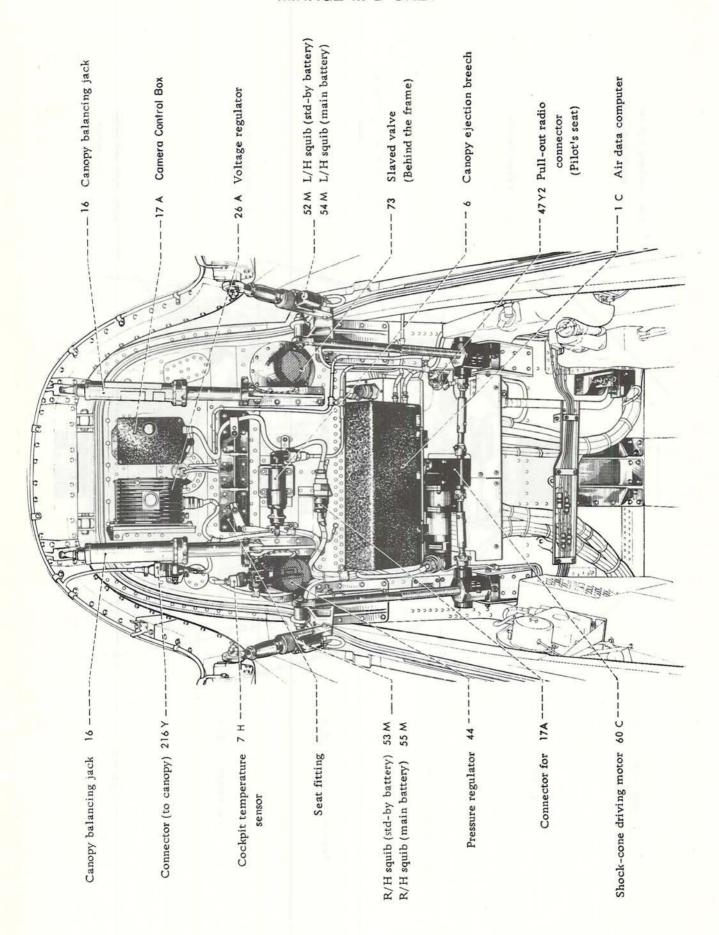


Figure 8-12 Rear Cockpit - Rear Face Assembly



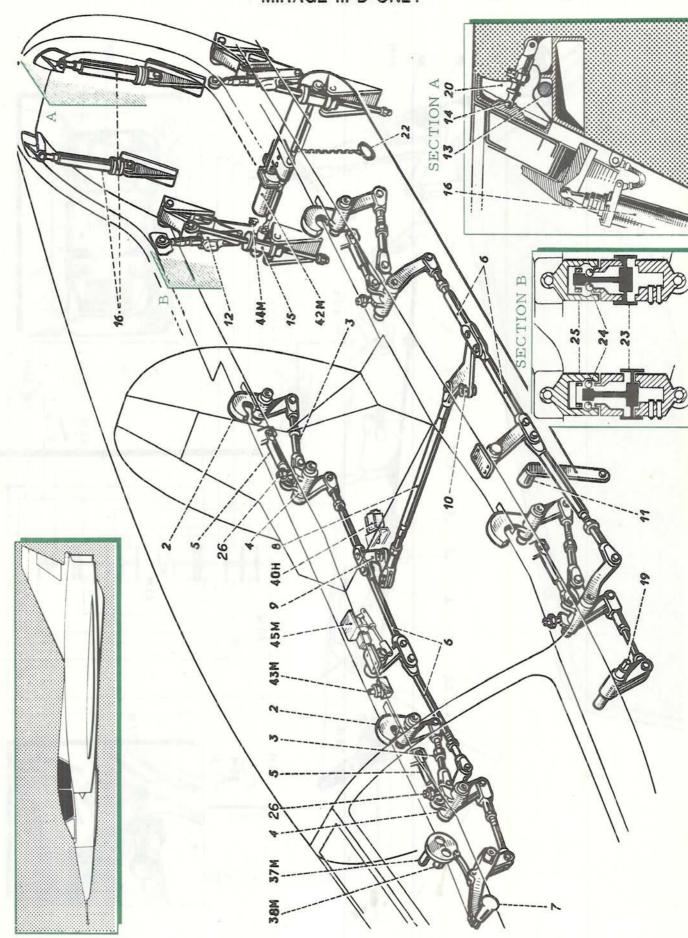


Figure 8-13 Canopy Control Mechanism

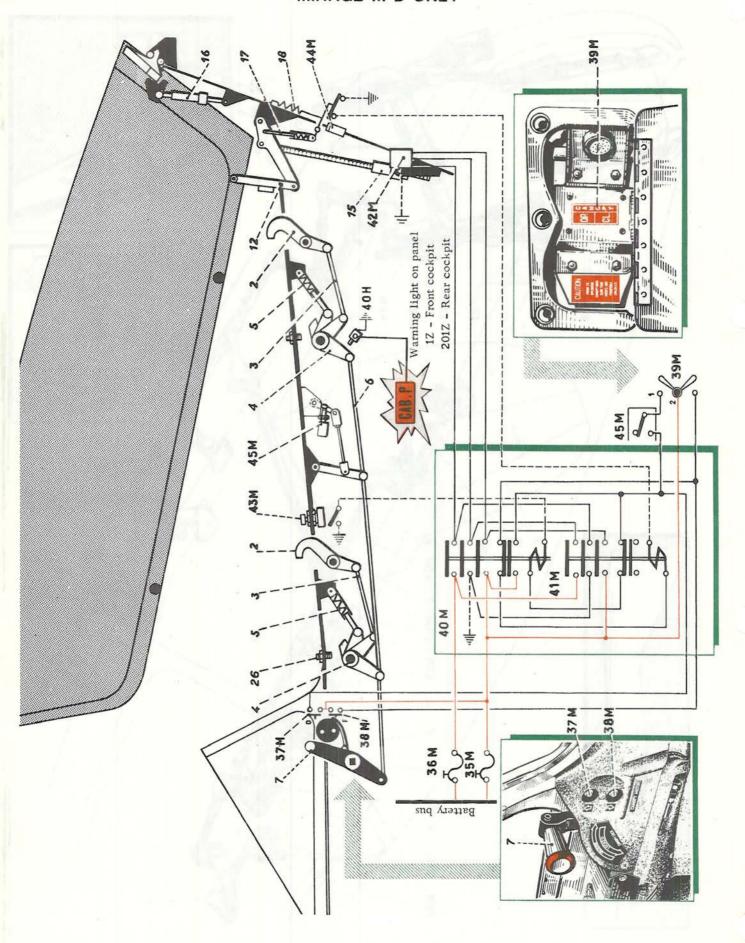


Figure 8-14 Canopy Control Mechanism and Electrical Operation

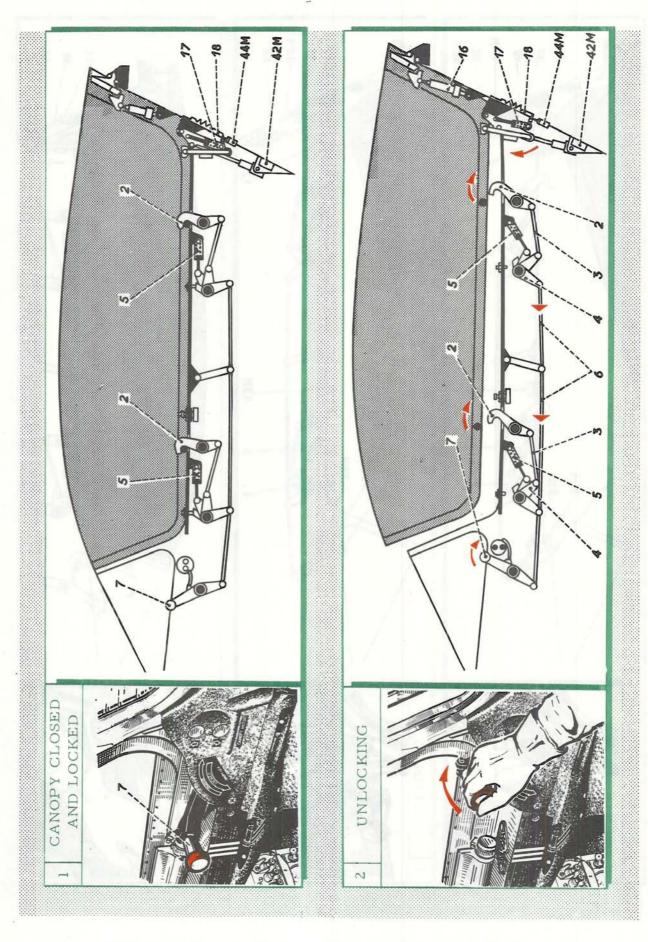


Figure 8-15 Canopy Operation - Locking and Unlocking

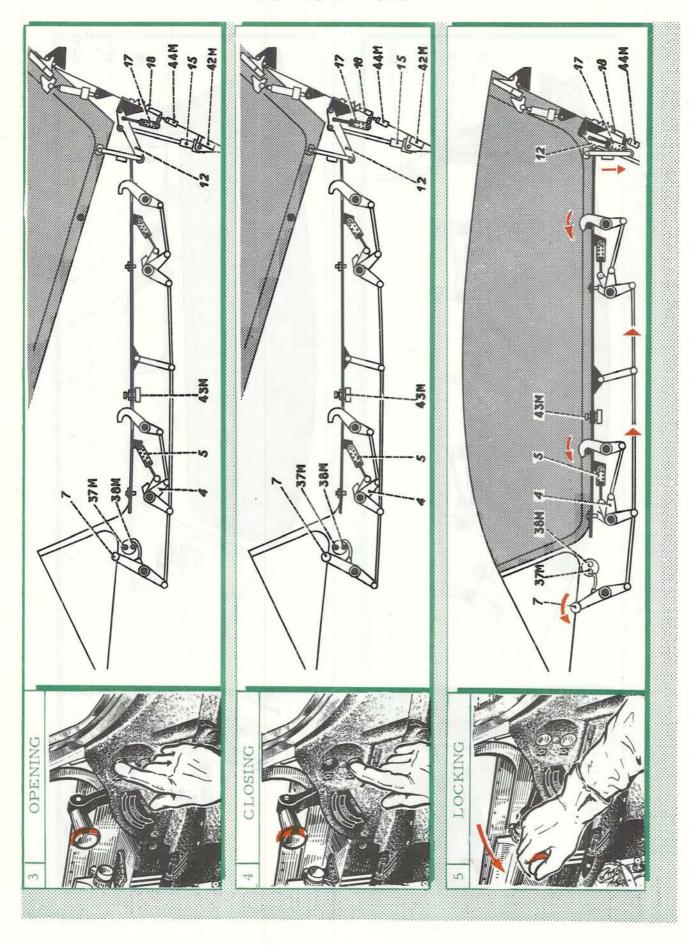


Figure 8-16 Canopy Operation - Opening and Closing

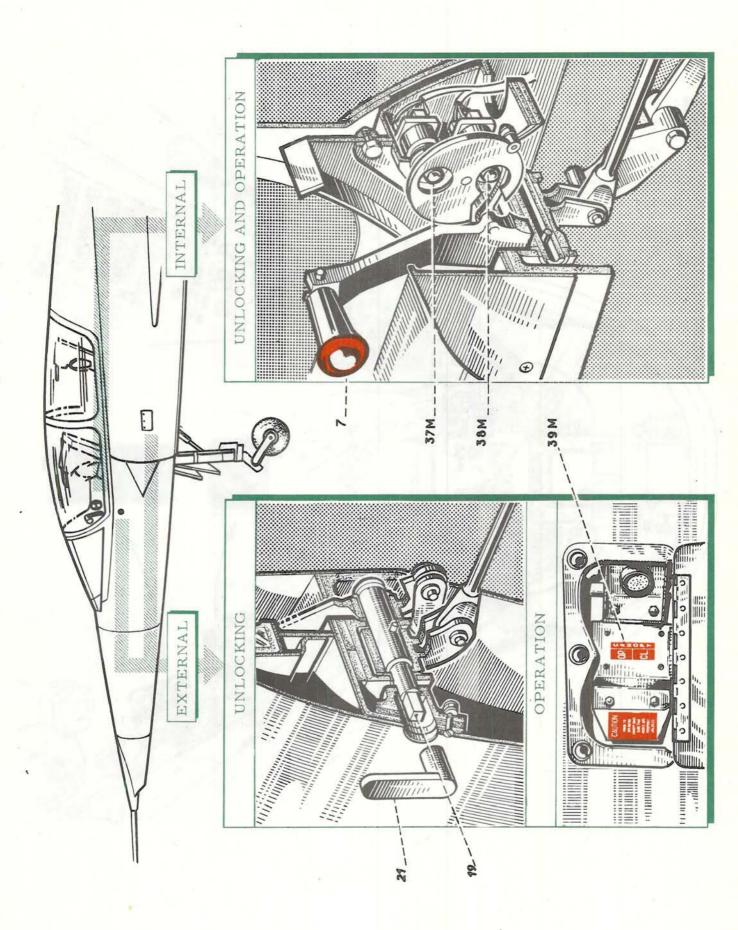


Figure 8-17 Canopy Operation from Inside and Outside the Cockpit

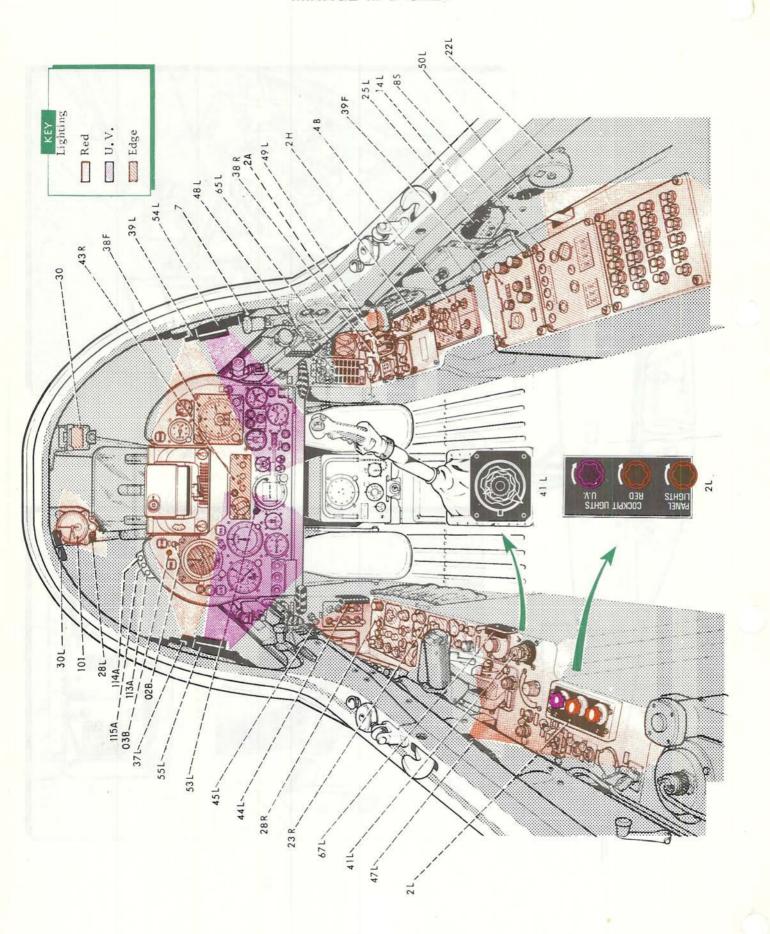


Figure 8-18 Front Cockpit Lighting

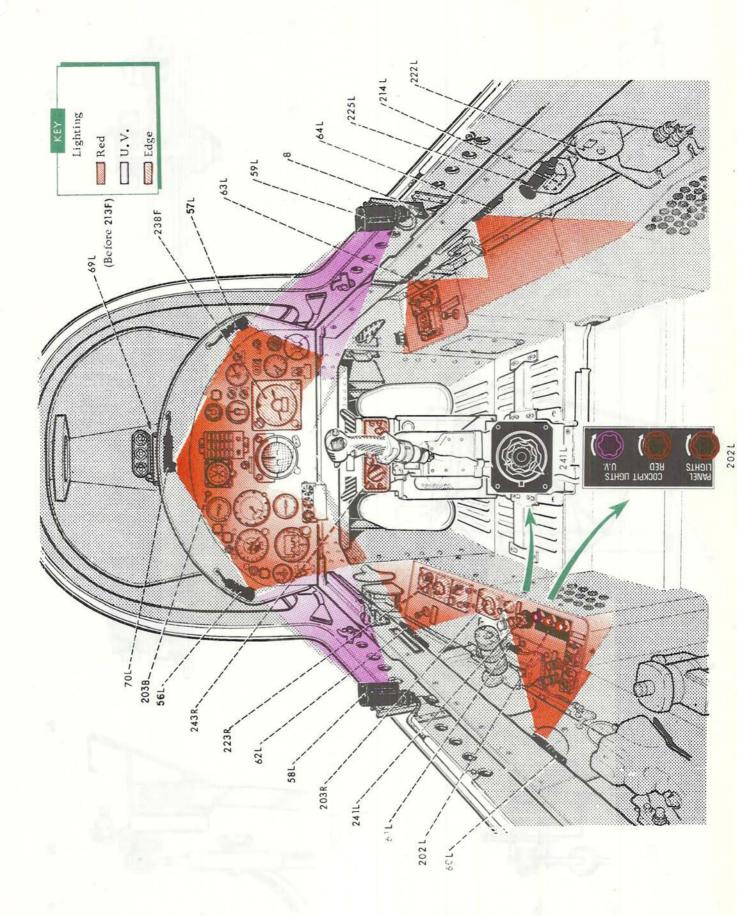


Figure 8-19 Rear Cockpit Lighting

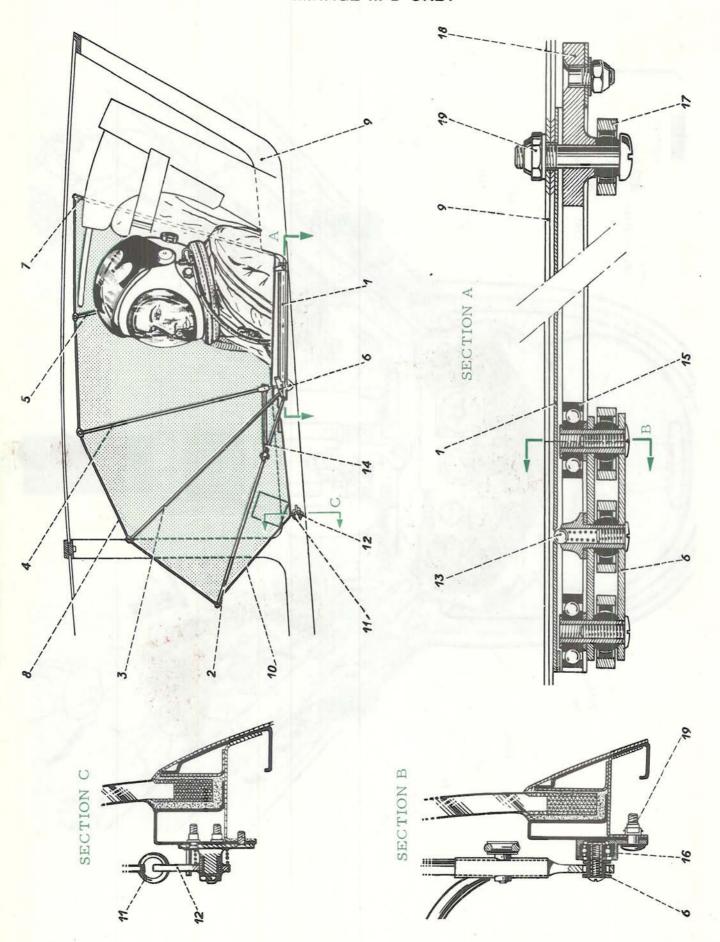


Figure 8-20 Blind Flying Hood