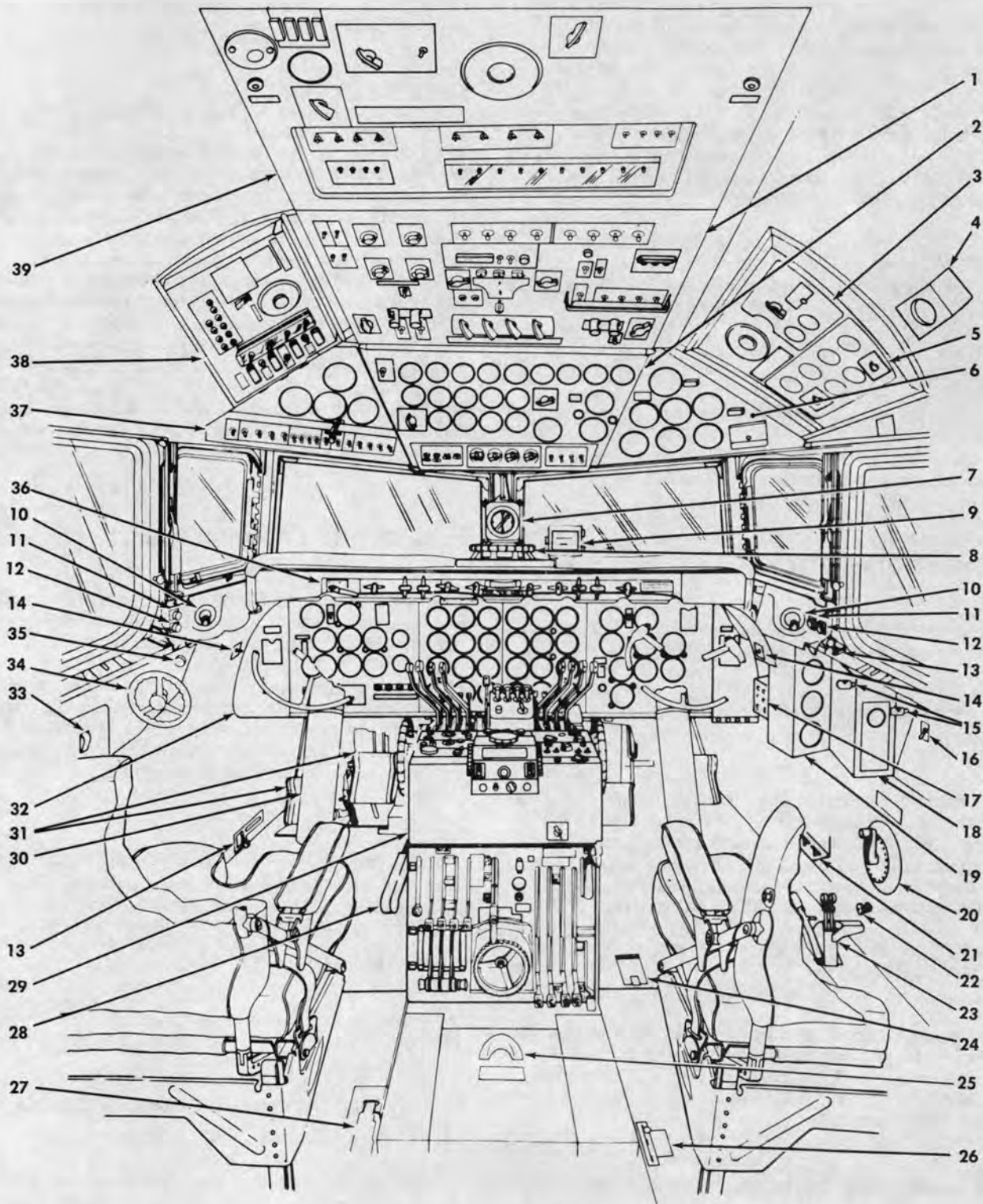


COCKPIT ARRANGEMENT



AA1-96A

Figure 1-4 (Sheet 1 of 2)

Typical

1. Forward Overhead Panel
2. Upper Instrument Panel
3. Cabin Temperature Control Panel
4. Frequency Meter
5. Ammeter-Voltmeter Panel
6. Cabin Pressure Control Panel
7. Compass
8. Rudder Trim Tab Wheel
9. Flight Deck Coordinator
10. Cold Air Orifice
11. Flight Instruments—Red Light Switch
12. Map Light Switch
13. Windshield Anti-Icer Exhaust Valve Handles
14. Static Source Selector Switch
15. Hydraulic Panel Light
16. Emergency Hydraulic Pump Switch
17. AIMS/IFF Transponder Control Panel
18. Hydraulic and Oxygen Instrument Panel
19. Hydraulic Instrument Panel
20. Cabin Emergency Altitude Control Handle
21. Emergency Landing Flares Control
22. Windshield Alcohol De-Icing Control
23. Cabin Supercharger Clutch Control Levers and Cabin Emergency Depressurization Control Lever
24. Nose Gear Latch Observation Window
25. Fuel Dump Levers
26. Emergency Hydraulic Pump Selector Valve Lever
27. Control-Surface Lock Lever
28. Parking Brake Lever
29. Control Pedestal
30. Control Column
31. Rudder Pedals
32. Main Instrument Panel
33. Ash Tray
34. Nose Wheel Steering Wheel
35. Windshield Wiper Control Knob
36. Main Fire Control Panel
37. Heater Control Panel
38. Heater Fire Control Panel
39. Aft Overhead Panel

Figure 1-4 (Sheet 2 of 2)

FUEL CROSSFEED SELECTOR LEVERS.

Two fuel crossfeed selector levers are located on the forward face of the control pedestal (figure 1-6) and provide a means of supplying any engine with fuel from any tank. Each lever has the following positions:

LEFT FUEL CROSSFEED SELECTOR LEVER.

OFF	(Left wing crossfeed system closed)
ENG. 1-2	(Engines No. 1 and 2 supplied from same left wing fuel tank)
ALL ENG. TO CROSSFEED	(Makes fuel from right side of aircraft available to left engines when right crossfeed lever is in same position)

RIGHT FUEL CROSSFEED SELECTOR LEVER.

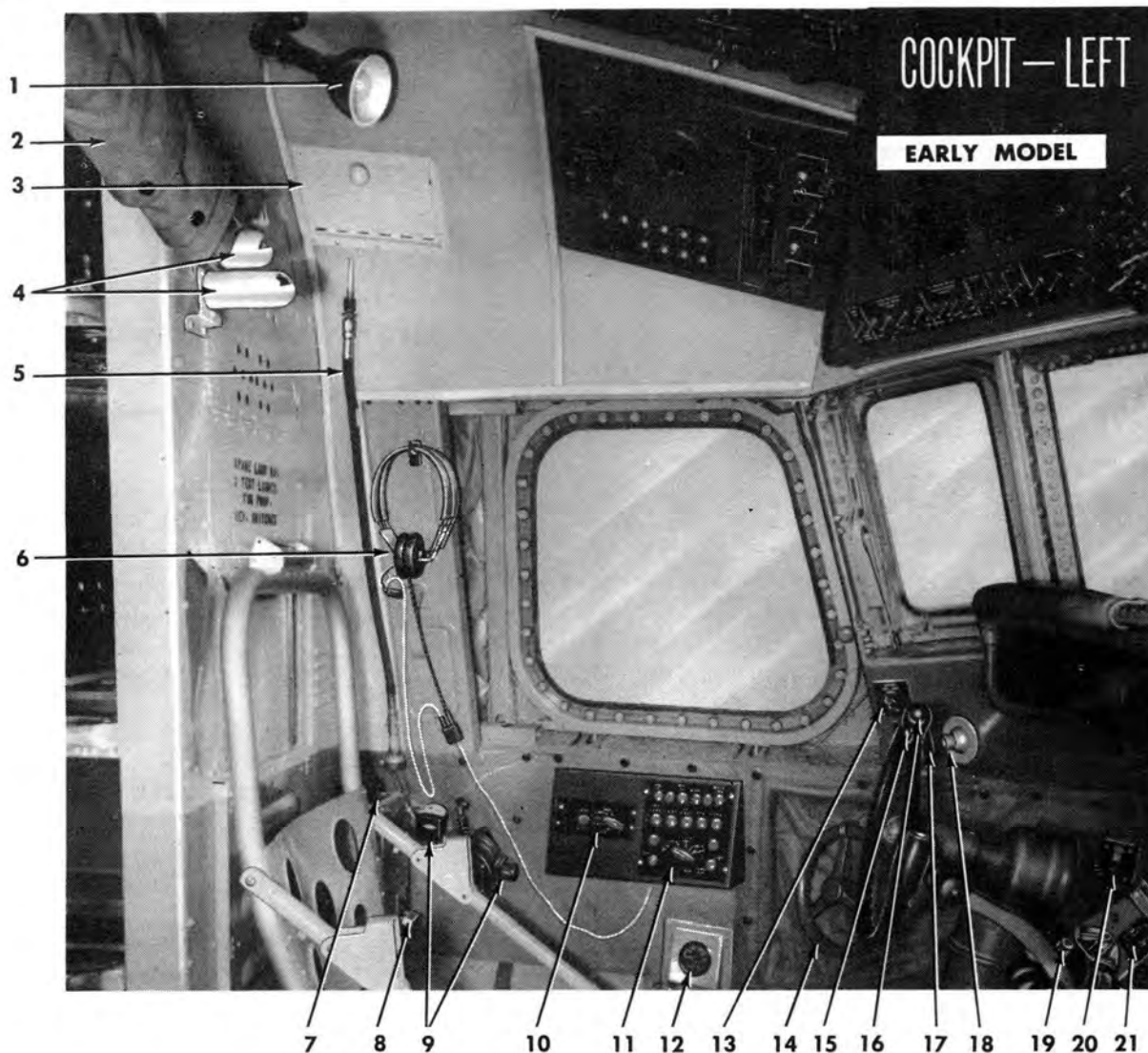
OFF	(Right wing crossfeed system closed)
ENG. 3-4	(Engines No. 3 and 4 supplied from same right wing fuel tank)
ALL ENG. TO CROSSFEED	(Makes fuel from left side of aircraft available to right engines when left crossfeed lever is in same position)

FUEL BOOSTER PUMP SWITCHES.

Eight electrically driven fuel booster pumps, one for each main and alternate fuel tank, are controlled by individual three-position switches, located on the forward overhead panel (figure 1-11). The switches have placarded positions LOW, OFF, and HIGH.

FUEL SYSTEM EMERGENCY SHUTOFF VALVE.

A mechanically actuated fuel system emergency shutoff valve, controlled from the cockpit by means of the respective fire selector handle (figure 1-28), is installed at each nacelle firewall to shutoff the flow of fuel through the firewall. (Refer to Fire Extinguishing System in this Section.)



- | | |
|--|---|
| 1. COCKPIT FLOODLIGHT (WHITE) | 12. OXYGEN PRESSURE GAGE |
| 2. ANTIGLARE CURTAIN | 13. PILOT'S MAP LIGHT (WHITE) RHEOSTAT |
| 3. OXYGEN MASK STOWAGE | 14. NOSEWHEEL STEERING WHEEL |
| 4. UPPER INSTRUMENT AND SWITCH PANELS RED AND WHITE LIGHTS | 15. AUTOPILOT ELECTRICAL RELEASE BUTTON |
| 5. PORTABLE OXYGEN CYLINDER RECHARGER LINE | 16. MICROPHONE BUTTON |
| 6. HEADSET AND MICROPHONE | 17. PILOT'S INSTRUMENT LIGHT (RED) RHEOSTAT |
| 7. INVERTER CIRCUIT BREAKERS | 18. COLD-AIR ORIFICE |
| 8. TACHOMETER ISOLATION SWITCHES | 19. SEARCH RADAR SCOPE |
| 9. OXYGEN REGULATOR AND FLOWMETER | 20. STATIC SOURCE SELECTOR SWITCH |
| 10. INTERPHONE FILTER SWITCH | 21. ANTISKID SWITCH AND WARNING LIGHT |
| 11. INTERPHONE CONTROL PANEL | |

Note: Seat cushions removed for clarity.

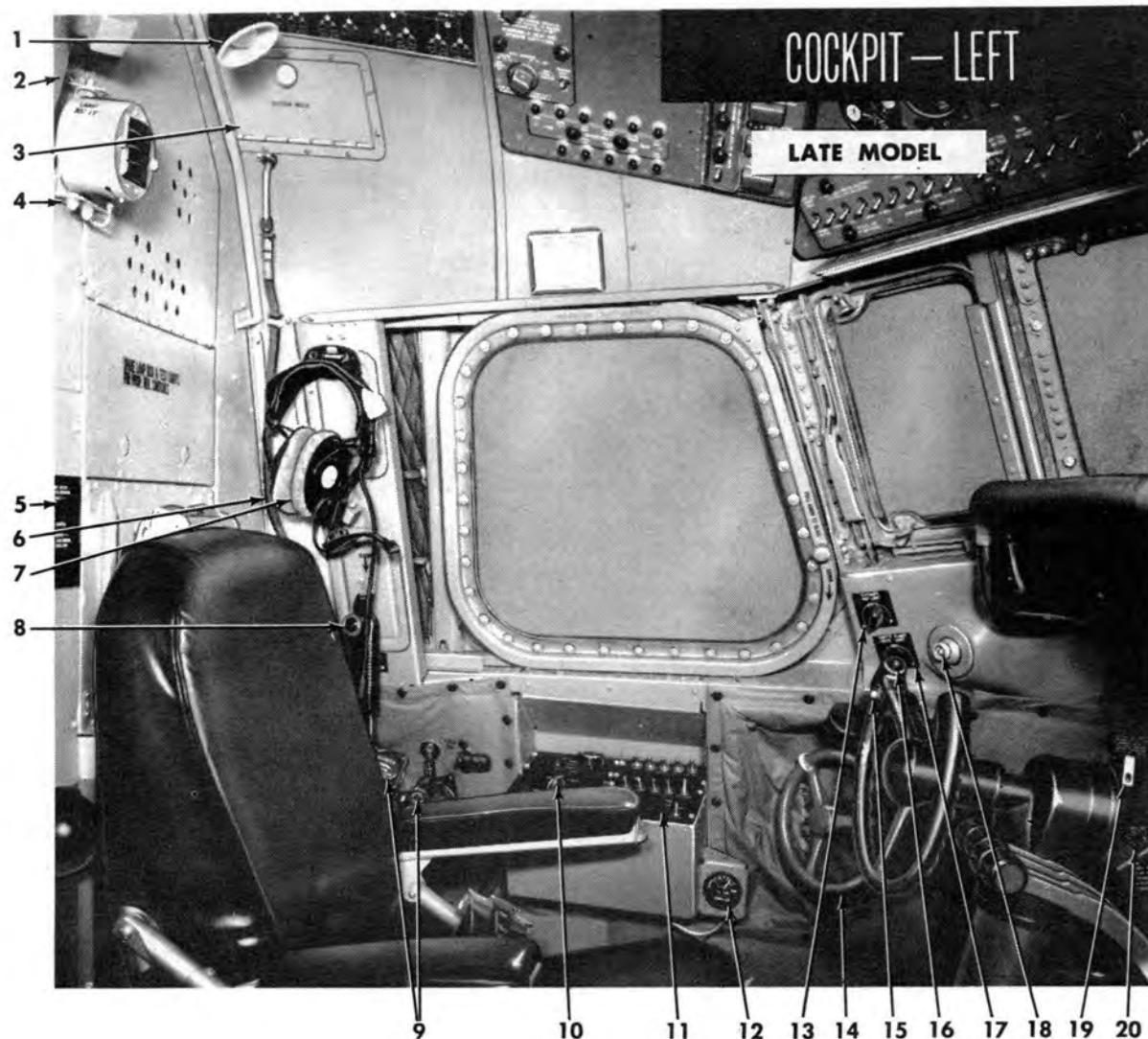
Figure 1-5 (Sheet 1 of 4)



- | | |
|--|---|
| 1. CABIN SUPERCHARGER DUCT PRESSURE | 13. INTERPHONE CONTROL PANEL |
| 2. COCKPIT FLOODLIGHT (WHITE) | 14. INTERPHONE JACKBOX |
| 3. INTERPHONE HOLDER | 15. MICROPHONE |
| 4. ADF CONTROL PANEL | 16. EMERGENCY HYDRAULIC PUMP SWITCH |
| 5. FLIGHT MECHANIC'S HEADSET | 17. WINDSHIELD AIR EXHAUST HANDLE |
| 6. FREQUENCY METER AND SELECTOR SWITCH | 18. COPILOT'S MAP LIGHT RHEOSTAT (WHITE) |
| 7. UPPER INSTRUMENT AND SWITCH PANELS LIGHTS (RED AND WHITE) | 19. COPILOT'S INSTRUMENT LIGHT RHEOSTAT (RED) |
| 8. FLIGHT MECHANIC'S MICROPHONE JACKBOX | 20. COLD AIR ORIFICE |
| 9. FLIGHT MECHANIC'S MICROPHONE | 21. SEARCH RADAR SCOPE |
| 10. COPILOT'S HEADSET | 22. AUTOPILOT ELECTRICAL RELEASE BUTTON |
| 11. PORTABLE OXYGEN CYLINDER RECHARGER LINE | 23. STATIC SOURCE SELECTOR SWITCH |
| 12. OXYGEN REGULATOR AND FLOWMETER | |

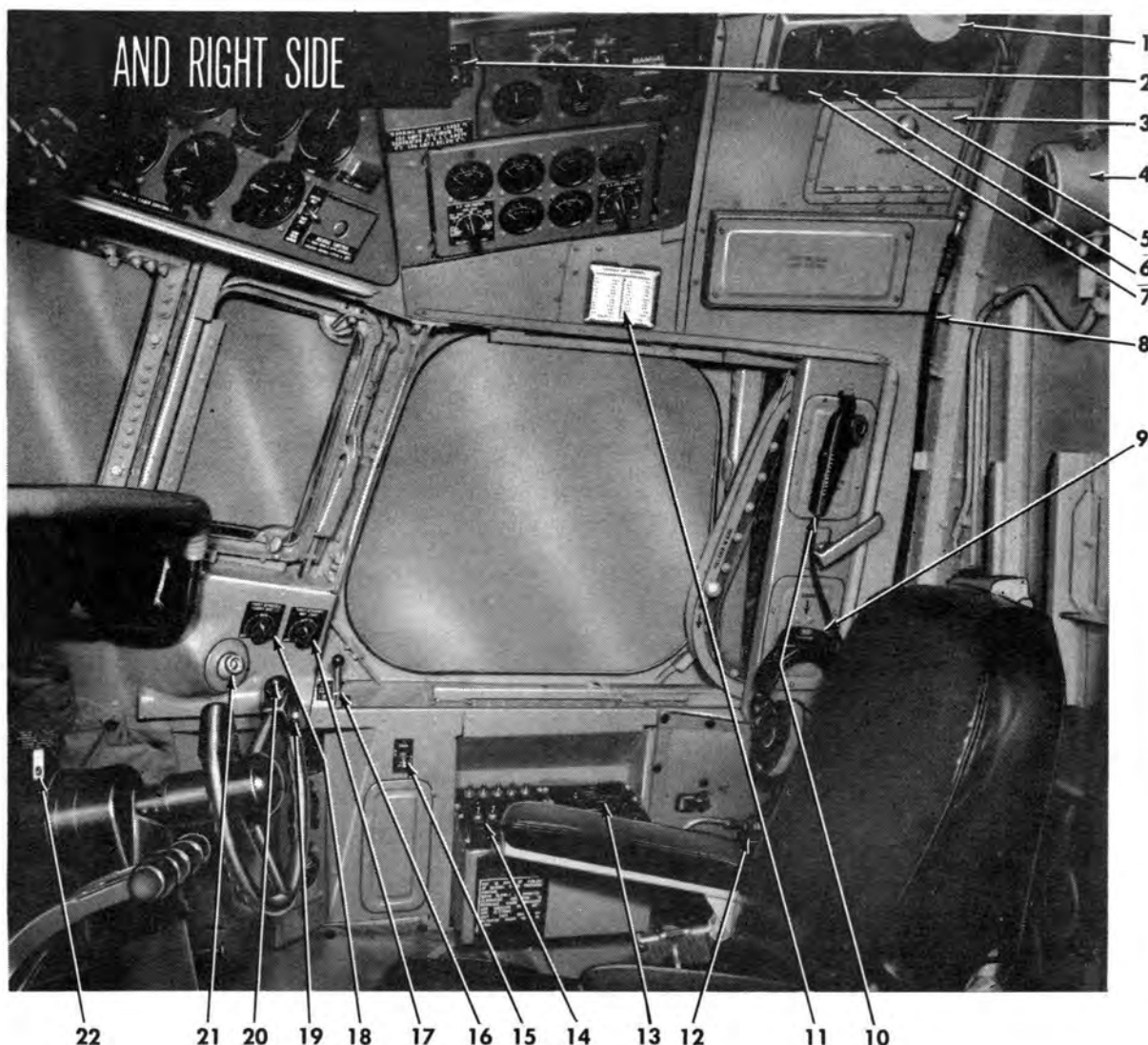
Note: Seat cushions removed for clarity.

Figure 1-5 (Sheet 2 of 4)



- | | |
|--|---|
| 1. COCKPIT FLOODLIGHT (WHITE) | 10. INTERPHONE FILTER CONTROL PANEL |
| 2. ANTIGLARE CURTAIN | 11. INTERPHONE CONTROL PANEL |
| 3. OXYGEN MASK STOWAGE | 12. OXYGEN PRESSURE GAGE |
| 4. OVERHEAD AND UPPER INSTRUMENT
PANEL LIGHTS (RED) | 13. PILOT'S MAP LIGHT RHEOSTAT (WHITE) |
| 5. EMERGENCY BATTERY AND
INVERTER OPERATION PLACARD | 14. NOSEWHEEL STEERING WHEEL |
| 6. PORTABLE OXYGEN BOTTLE
RECHARGER LINE | 15. AUTOPILOT ELECTRICAL RELEASE BUTTON |
| 7. HEADSET AND MICROPHONE | 16. MICROPHONE BUTTON |
| 8. PILOT'S HAND MICROPHONE | 17. PILOT'S INSTRUMENT LIGHT RHEOSTAT (RED) |
| 9. OXYGEN REGULATOR AND FLOWMETER | 18. COLD AIR ORIFICE |
| | 19. STATIC SOURCE SELECTOR SWITCH |
| | 20. ANTISKID SWITCH AND WARNING
LIGHT |

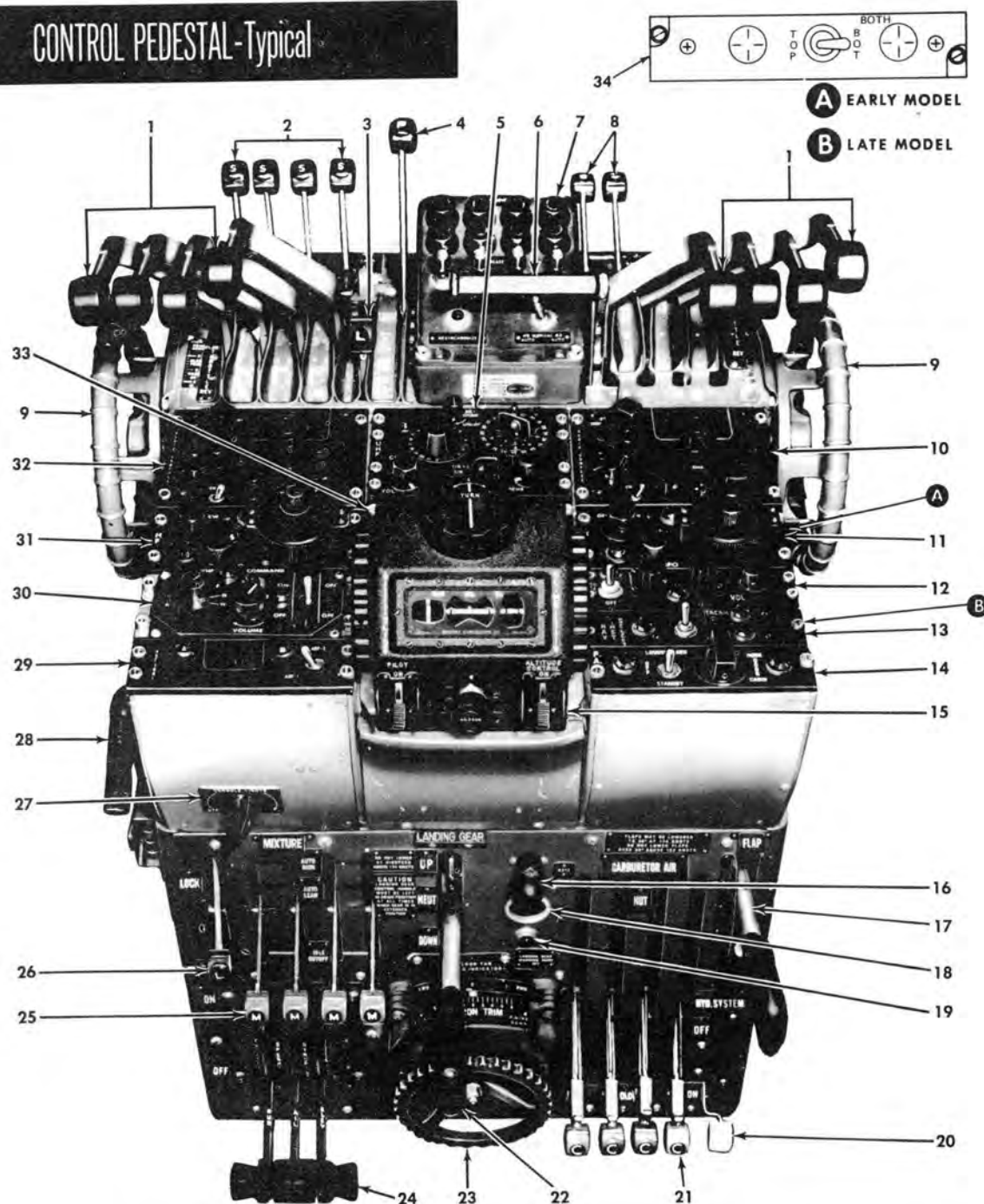
Figure 1-5 (Sheet 3 of 4)



- | | |
|---|---|
| 1. COCKPIT FLOODLIGHT (WHITE) | 12. OXYGEN REGULATOR AND FLOWMETER |
| 2. COCKPIT FLOODLIGHT RHEOSTAT (WHITE) | 13. INTERPHONE FILTER CONTROL PANEL |
| 3. OXYGEN MASK STOWAGE | 14. INTERPHONE CONTROL PANEL |
| 4. OVERHEAD SWITCH AND INSTRUMENT LIGHT (RED) | 15. EMERGENCY HYDRAULIC PUMP SWITCH |
| 5. FREQUENCY METER | 16. WINDSHIELD AIR EXHAUST HANDLE |
| 6. FREQUENCY SELECTOR SWITCH | 17. COPILOT'S MAP LIGHT RHEOSTAT (WHITE) |
| 7. CABIN SUPERCHARGER DUCT PRESSURE INDICATOR | 18. COPILOT'S INSTRUMENT LIGHT RHEOSTAT (RED) |
| 8. PORTABLE OXYGEN BOTTLE RECHARGER LINE | 19. AUTOPILOT ELECTRICAL RELEASE BUTTON |
| 9. COPILOT'S HEADSET | 20. MICROPHONE BUTTON |
| 10. COPILOT'S MICROPHONE | 21. COLD AIR ORIFICE |
| 11. VHF AND UHF FREQUENCY CARD | 22. STATIC SOURCE SELECTOR SWITCH |

Figure 1-5 (Sheet 4 of 4)

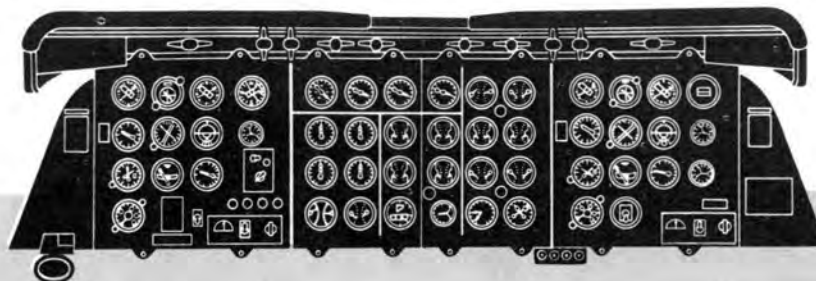
CONTROL PEDESTAL-Typical



- | | | |
|--|--|--|
| 1. THROTTLES (2) | 13. VOR-TACAN TRANSFER SWITCH | 23. AILERON TRIM TAB WHEEL |
| 2. MAIN AND ALTERNATE FUEL SELECTOR LEVERS | 14. PUBLIC ADDRESS PANEL | 24. AUTOPILOT MECHANICAL ENGAGING LEVERS |
| 3. THROTTLE LOCK LEVER | 15. AUTOPILOT CONTROLLER | 25. MIXTURE LEVER |
| 4. MASTER RPM LEVER | 16. LANDING GEAR SAFETY SOLENOID RELEASE LIGHT | 26. MIXTURE LOCK LEVER |
| 5. UHF CONTROL PANEL | 17. WING FLAP LEVER | 27. RADIO PANEL LIGHTS RHEOSTAT |
| 6. REVERSE THROTTLE LOCK RELEASE BAR | 18. LANDING GEAR SAFETY SOLENOID RELEASE ACCESS HOLE | 28. PARKING BRAKE |
| 7. PROPELLER CONTROL PANEL | 19. LANDING GEAR WARNING HORN CUTOFF SWITCH | 29. ADF TUNING PANEL |
| 8. FUEL CROSSFEED LEVERS | 20. HYDRAULIC SYSTEM BYPASS LEVER | 30. VHF CONTROL PANEL |
| 9. ELEVATOR TRIM TAB WHEEL (2) | 21. CARBURETOR AIR LEVERS | 31. HF-1 CONTROL PANEL |
| 10. ADF-2 CONTROL PANEL | 22. LANDING GEAR LEVER | 32. ADF-1 CONTROL PANEL |
| 11. HF-2 CONTROL PANEL | | 33. VHF NAVIGATION CONTROL PANEL |
| 12. TACAN CONTROL | | 34. AIMS/IFF ANTENNA SELECTOR SWITCH |

Figure 1-6

MAIN INSTRUMENT PANEL—Typical (C-118A)



- | | |
|--|--|
| 1. ADF RADIO MAGNETIC INDICATOR (2) | 24. CYLINDER HEAD TEMPERATURE INDICATOR (2) |
| 2. COURSE INDICATOR (2) | 25. FUEL PRESSURE INDICATOR (2) |
| 3. VOR RADIO MAGNETIC INDICATOR (2) | 26. ELAPSED TIME CLOCK |
| 4. A-12 COMPASS HEADING SELECTOR | 27. RADAR SCOPE |
| 5. BMEP INDICATOR (4) | 28. RADIO ALTIMETER (2) |
| 6. OIL PRESSURE INDICATOR (2) | 29. MARKER BEACON SELECTOR SWITCH |
| 7. RANGE INDICATOR | 30. ADI SYSTEM WARNING LIGHTS (RED) |
| 8. RADIO CALL PLACARD (2) | 31. ADI SYSTEM PRESSURE INDICATOR |
| 9. COMPASS CORRECTION CARD (2) | 32. GEAR AND FLAP POSITION INDICATOR |
| 10. INVERTER WARNING LIGHT (2 RED) | 33. LANDING GEAR WARNING LIGHT (RED) |
| 11. AIRSPEED INDICATOR (2) | 34. OUTSIDE AIR TEMPERATURE INDICATOR |
| 12. HEADING INDICATOR (2) | 35. FUEL FLOWMETER (2) |
| 13. ATTITUDE INDICATOR—H-5 (2) | 36. FUEL PRESSURE WARNING LIGHT (RED) |
| 14. EIGHT-DAY CLOCK (2) | 37. WARNING LIGHT DIMMING SWITCH |
| 15. MANIFOLD PRESSURE GAGE (2) | 38. AIRSPEED CORRECTION CARD |
| 16. CARBURETOR AIR TEMPERATURE INDICATOR (2) | 39. S-2 COMPASS CONTROL PANEL |
| 17. OIL TEMPERATURE INDICATOR (2) | 40. MAXIMUM ALLOWABLE INDICATED AIRSPEED PLACARD |
| 18. OIL PRESSURE WARNING LIGHT (RED) | 41. ANTISKID SWITCH AND INOPERATIVE LIGHT |
| 19. ALTIMETER (2) | 42. FUEL AND OIL PRESSURE WARNING LIGHTS |
| 20. TURN-AND-SLIP INDICATOR (2) | ISOLATION SWITCHES (4) |
| 21. VERTICAL VELOCITY INDICATOR (2) | 43. AIMS/IFF INDICATOR LIGHT |
| 22. AUTOPILOT FUNCTION SELECTOR SWITCH | 44. RADIO ALTIMETER WARNING LIGHT |
| 23. TACHOMETER (2) | 45. MASTER FIRE WARNING LIGHT |

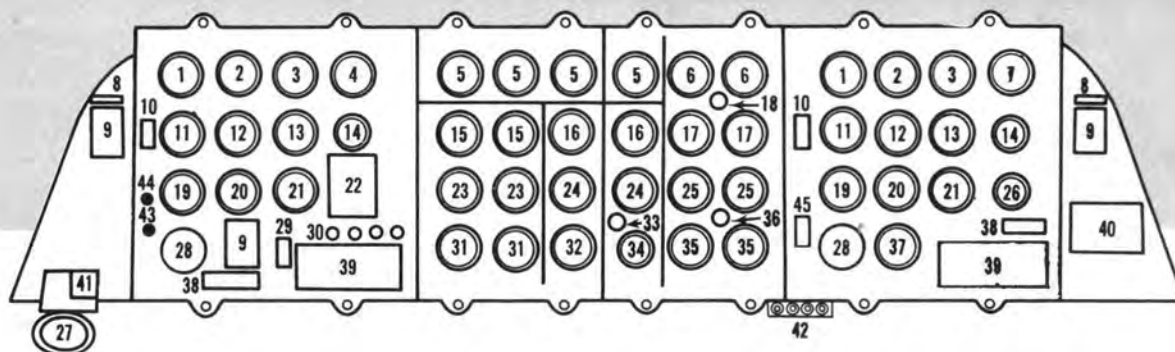
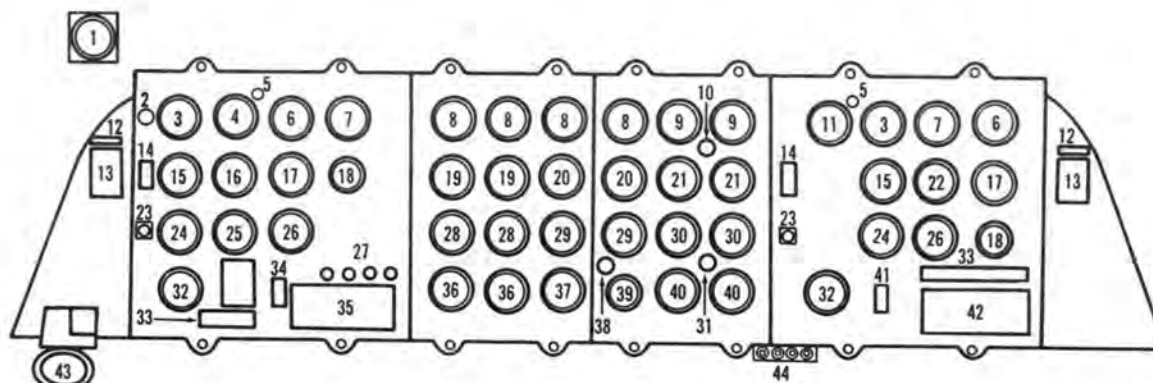


Figure 1-7

MAIN INSTRUMENT PANEL—Typical (VC-118A)



- | | |
|---|--|
| 1 ELAPSED TIME CLOCK | 23 GLIDE SLOPE ENGAGED INDICATOR (2) |
| 2 GYRO MONITOR INDICATOR | 24 TURN-AND-SLIP INDICATOR (2) |
| 3 AIRSPEED INDICATOR (2) | 25 RANGE INDICATOR (ID-310) |
| 4 FDS ATTITUDE DIRECTOR INDICATOR (ADI) | 26 VOR-1 AND VOR-2 (OR TACAN) RADIO MAGNETIC INDICATOR (RMI) (2) |
| 5 MARKER BEACON LIGHT (2) | 27 ADI SYSTEM WARNING LIGHTS (RED) |
| 6 ALTIMETER (2) | 28 TACHOMETER (2) |
| 7 ATTITUDE INDICATOR H-5 (2) | 29 CYLINDER HEAD TEMPERATURE INDICATOR (2) |
| 8 BMEP INDICATOR (4) | 30 OIL TEMPERATURE INDICATOR (2) |
| 9 OIL PRESSURE INDICATOR (2) | 31 FUEL PRESSURE WARNING LIGHT (RED) |
| 10 OIL PRESSURE WARNING LIGHT (RED) | 32 RADIO ALTIMETER (2) |
| 11 COURSE INDICATOR | 33 AIRSPEED CORRECTION CARD (2) |
| 12 RADIO CALL PLACARD (2) | 34 MARKER BEACON SWITCH (HI-LO) |
| 13 COMPASS CORRECTION CARD (2) | 35 S-2 COMPASS CONTROL PANEL |
| 14 INVERTER WARNING LIGHT (RED) (2) | 36 ADI SYSTEM PRESSURE INDICATOR |
| 15 ADF RADIO MAGNETIC INDICATOR (2) | 37 LANDING GEAR AND FLAP POSITION INDICATOR |
| 16 FDS HORIZONTAL SITUATION INDICATOR (HSI) | 38 LANDING GEAR WARNING LIGHT (RED) |
| 17 VERTICAL VELOCITY INDICATOR (2) | 39 OUTSIDE AIR TEMPERATURE INDICATOR (OAT) |
| 18 EIGHT-DAY CLOCK (2) | 40 CARBURETOR AIR TEMPERATURE INDICATOR |
| 19 MANIFOLD PRESSURE GAGE (2) | 41 WARNING LIGHT DIMMING SWITCH |
| 20 FUEL FLOWMETER (2) | 42 MAXIMUM ALLOWABLE INDICATED AIRSPEED PLACARD |
| 21 FUEL PRESSURE INDICATOR (2) | 43 RADAR SCOPE |
| 22 A-12 COMPASS REPEATER INDICATOR | 44 FUEL AND OIL PRESSURE WARNING LIGHT ISOLATION SWITCHES |



AA1-113A

Figure 1-8

UPPER INSTRUMENT PANEL -Typical

EARLY MODEL



LATE MODEL



Figure 1-9

AA1-536A

AFT OVERHEAD PANEL - Typical

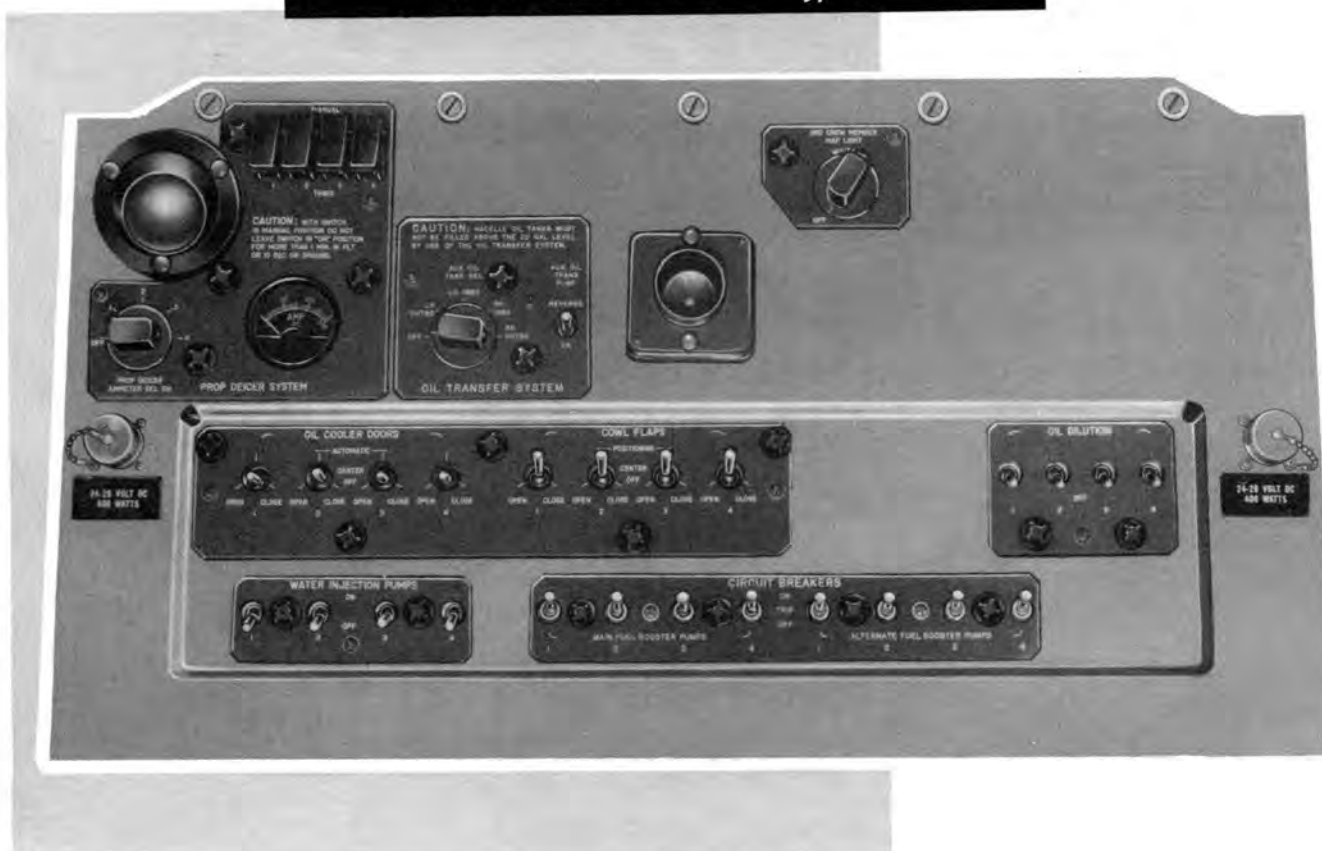


Figure 1-10

VAPOR VENT RETURN LEVERS.

Vapor vent return lines are connected to each engine carburetor. The vent lines from the No. 1 and 2 carburetors are routed back to the No. 2 main tank, and the vent lines from the No. 3 and 4 carburetors are routed back to the No. 3 main tank.

FUEL DUMP SYSTEM.

Fuel dumping facilities are provided for emergency jettisoning of fuel in flight in order to decrease aircraft gross weight (figure 1-13). Each main and alternate tank is fitted with a dump valve. A stand-pipe is installed in each main tank and No. 2 and 3 alternate tanks so that when all possible fuel is dumped in level flight, sufficient fuel will remain for approximately 30 minutes of flight on four engines and 40 minutes on three engines at METO power. Fuel is dumped overboard from an extended chute at the rear of each nacelle. Both the landing gear and the landing flaps must be retracted during the dumping operation. For operation of the fuel dump system, refer to Fuel Dumping in Section III.

FUEL DUMP LEVERS.

Four mechanically actuated fuel dump levers are located beneath the floor plate, aft of the control pedestal (figure 1-13, sheet 1). The first two-thirds of control handle travel toward OPEN detent extends the chute; the final one-third of travel opens the fuel dump valve. Each lever controls one chute and its respective dump valves, and has the following positions:

CLOSE	(Dump valve closed, chute fully retracted)
DRAIN	(Dump valve closed, chute partially extended)
OPEN	(Dump valve open, chute fully extended)

ELECTRICAL POWER SUPPLY SYSTEM.

Direct and alternating current is provided for operation of aircraft electrical equipment. A 24-28 volt

FORWARD OVERHEAD PANEL — Typical

D2-APU



GTP-70



AA1-121A

Figure 1-11

FUEL SYSTEM-8 TANKS

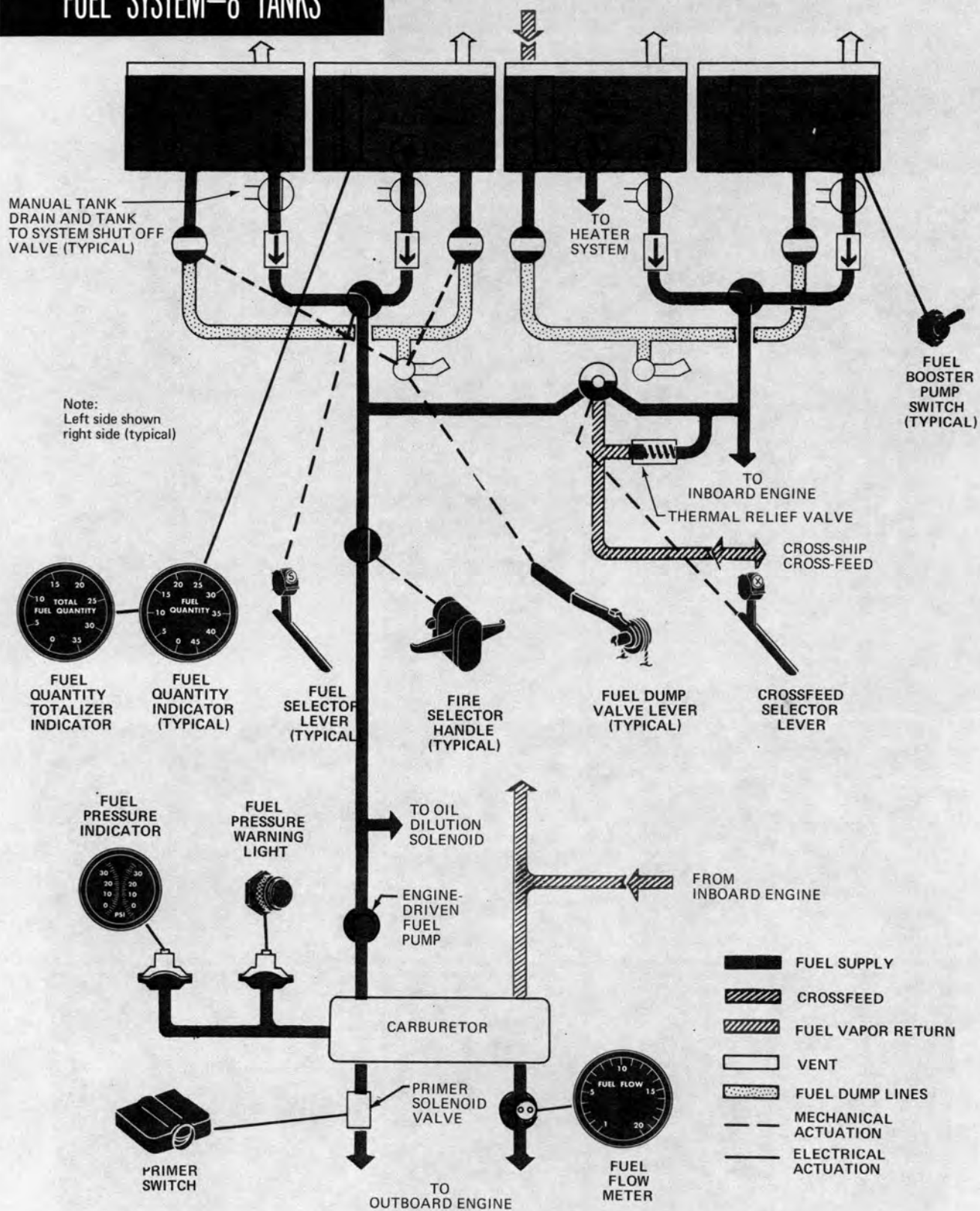
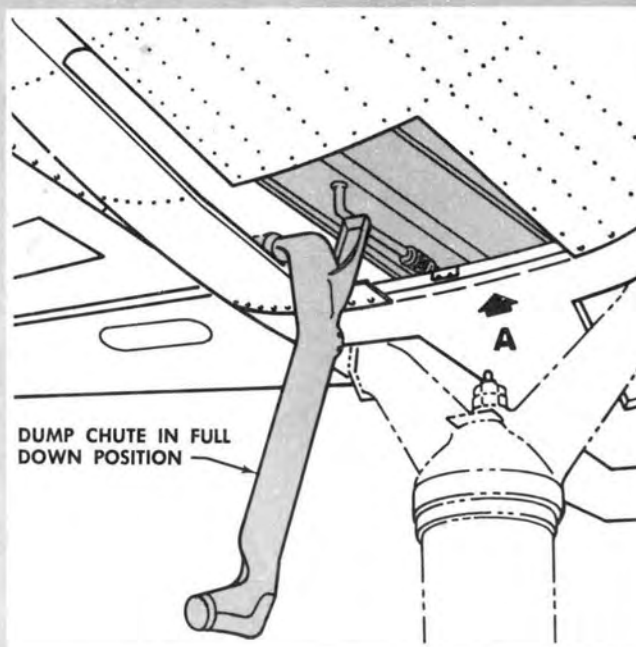
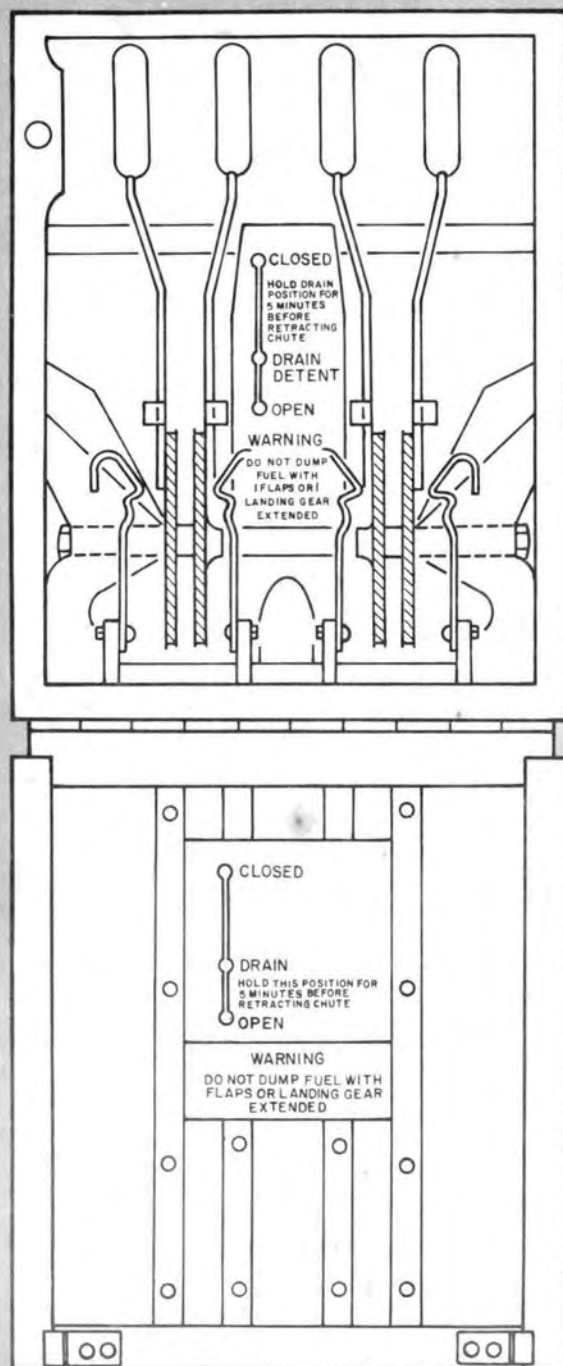


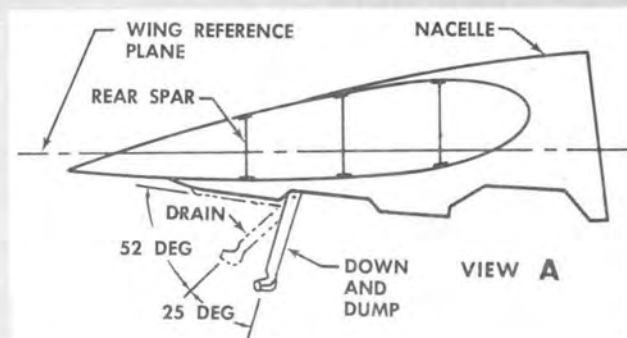
Figure 1-12

FUEL DUMPING SYSTEM



VIEW LOOKING UP, FORWARD AND OUTBOARD AT LEFT INBOARD NACELLE

Note:
Landing gear and wing flaps must be retracted when dump is in operation.
Installation of dump chute typical for all nacelles.



AA1-56A

Figure 1-13

system provides basic electrical service. Other systems are provided with 115 vac, 3-phase, 400-cycle, electrical power. Primary aircraft structure provides ground return for all circuits, except in the vicinity of the magnetic compass where two-wire circuitry is installed to prevent magnetic interference affecting navigation.

Dc power is supplied by four engine-driven generators, one on each engine. Two 12-volt batteries connected in series provide a standby 24 vdc power source. Such battery power can be used for lighting, switching, communication, engine starting, etc., when generator or external power is not available. Cockpit controls for all dc power are located on the forward overhead panel (figure 1-11).

Power for extended electrical ground operation can be supplied from the aircraft's external power receptacle through the dc buses. An additional source of dc power is available from an auxiliary power unit (APU) mounted in the aft fuselage area. On aircraft equipped with the GTP-70, auxiliary power unit operation is permissible in flight and on the ground.

Ac power is supplied by two main inverters operated from the main dc distribution bus. A standby inverter is available to supply ac power should either main inverter fail. An emergency inverter powered directly from the aircraft's batteries also is installed to supply ac power to certain gyro flight instruments. VC-118A aircraft are also equipped with an additional inverter for powering cabin galley equipment, entertainment radios, etc.

Electrical power is distributed to the various systems throughout the aircraft by bus bars and feeder cables (figures 1-14 and 1-15). Circuit protection is provided by breakers, while ac and dc circuits drawing less than 5 amperes are protected by fuses. Such overload protection devices are grounded according to function.

DC OPERATED EQUIPMENT.

- ADF-1 and ADF-2 Audio
- Alarm and Warning System
- All Electrical Pumps
- Auxiliary Power Unit
- Buffet
- Cowl Flaps

Electric Deicing Systems

Heaters, HF-3

Interphone (ICS, PA System)

Inverters

Lights

Motors

Oil Cooler Air Exit Door

Position Indicators (Except mixing valves)

Primers

Propellers

Quantity Indicators (Water, Alcohol, Hydraulic)

Starters

Temperature Indicating Systems

Turn and Slip Indicators

UHF

Utility Power Outlet

VHF

VOR

AC OPERATED EQUIPMENT.

Attitude and Directional Indicators

BMEP Indicator

Driftmeter

Engine Analyzer

Fluid Pressure Indicators (Except hydraulic pressure)

Fuel Flow Indicators

Fuel Quantity Indicator

Mixing Valve Position Indicator

Oil Quantity Indicator

Radio Altimeter - High Range

Utility Power Outlet

AC AND DC OPERATED EQUIPMENT.

A-12 Autopilot
 ARC-58 (Some aircraft)
 Cabin Pressurization System
 G2 and S2 Gyro Compass System
 HF-1 and HF-2
 AIMS/IFF
 LORAN
 Radar System
 Radio Altimeter - Low Range
 TACAN
 ILS Glide Slope

SELF-GENERATED EQUIPMENT.

Cabin and airfoil heater temperature indicators
 Tachometers
 GTPU Chamber Temperature Indicators

BATTERY MASTER SWITCH.

A two-position battery master selector switch, mounted on the forward overhead panel (figure 1-11), has placarded positions OFF and BATT & GND PWR. The BATT & GND PWR position serves to connect the batteries or an external source to the master bus.

BATTERY SELECTOR SWITCH.

A two-position battery selector switch, mounted on the forward overhead panel (figures 1-11 and 1-14), has placarded positions PLANE BATTERY and GROUND POWER. The switch shall be positioned to GROUND POWER to connect external power to the bus. It does not need to be in the PLANE BATTERY position to charge the battery.

GENERATOR SWITCHES.

Four conventional ON-OFF generator switches are mounted on the forward overhead panel (figures 1-11 and 1-14) and normally are left in the ON position at all times. A master shutoff bar is provided to turn off all generator switches and batteries in case of an emergency.

GENERATOR WARNING LIGHT.

On some aircraft a red generator warning light is located on the ammeter-voltmeter panel (figure 1-4). When a generator is off the line, a 28 vdc circuit is energized and the light is illuminated.

DC VOLTMETER AND SELECTOR SWITCH.

A dc voltmeter and a five-position dc selector switch are mounted on the ammeter-voltmeter panel (figure 1-16). The selector switch permits checking the voltage output of each engine generator and the master bus. The selector switch should be positioned to BUS when not selecting either of the four generator positions. The normal indication is approximately 28 volts.

AMMETERS.

Four ammeters are mounted on the ammeter-voltmeter panel (figure 1-16) to indicate the amperage output of the four generators.

MAIN INVERTER SWITCHES.**NOTE**

On VC-118A aircraft AF53-3229 and AF53-3240, the RADAR switch energizes the circuit that supplies power to the search radar, glide slope-1, integrated flight system, IFF, and TACAN. On AF53-3229, HF1 and HF2 are 618T-3 transceivers. The 60-cycle inverter is in the center and the standby inverter on the right-hand side of the lower forward baggage compartment. On AF53-3240, HF-2 has been replaced by a Collins ARC-58 single sideband radio with power supplied from an additional inverter installed in the forward cargo compartment. For description and operation of the 60-cycle inverter and the ARC-58 inverter, refer to Section IV.

Two three-position inverter switches placarded ELECT. RADIO and one three-position switch placarded RADAR are mounted on the forward overhead panel (figure 1-11) and serve to place either the NORMAL inverters or the STANDBY inverter into operation to supply ac power. The center position of the switches is the OFF position. The ELECT. RADIO switches are ganged together to operate as one switch and are interlocked with the RADAR switch so that either may be positioned to STANDBY, but not simultaneously. For normal operation, the inverter switches should be in the NORMAL position. If failure of either normal inverter occurs, the respective inverter switch or switches may be positioned to STANDBY.

The ELECT. RADIO switch supplies all electrical loads and the primary radio loads. The RADAR switch supplies power to the copilot's S-2 compass, search radar, radio altimeter (high-range), and TACAN.

INVERTER WARNING LIGHTS.

Two inverter warning lights (figures 1-7 and 1-8), if installed on the main instrument panel, provide indication

D C POWER SUPPLY — Typical (C-118A)

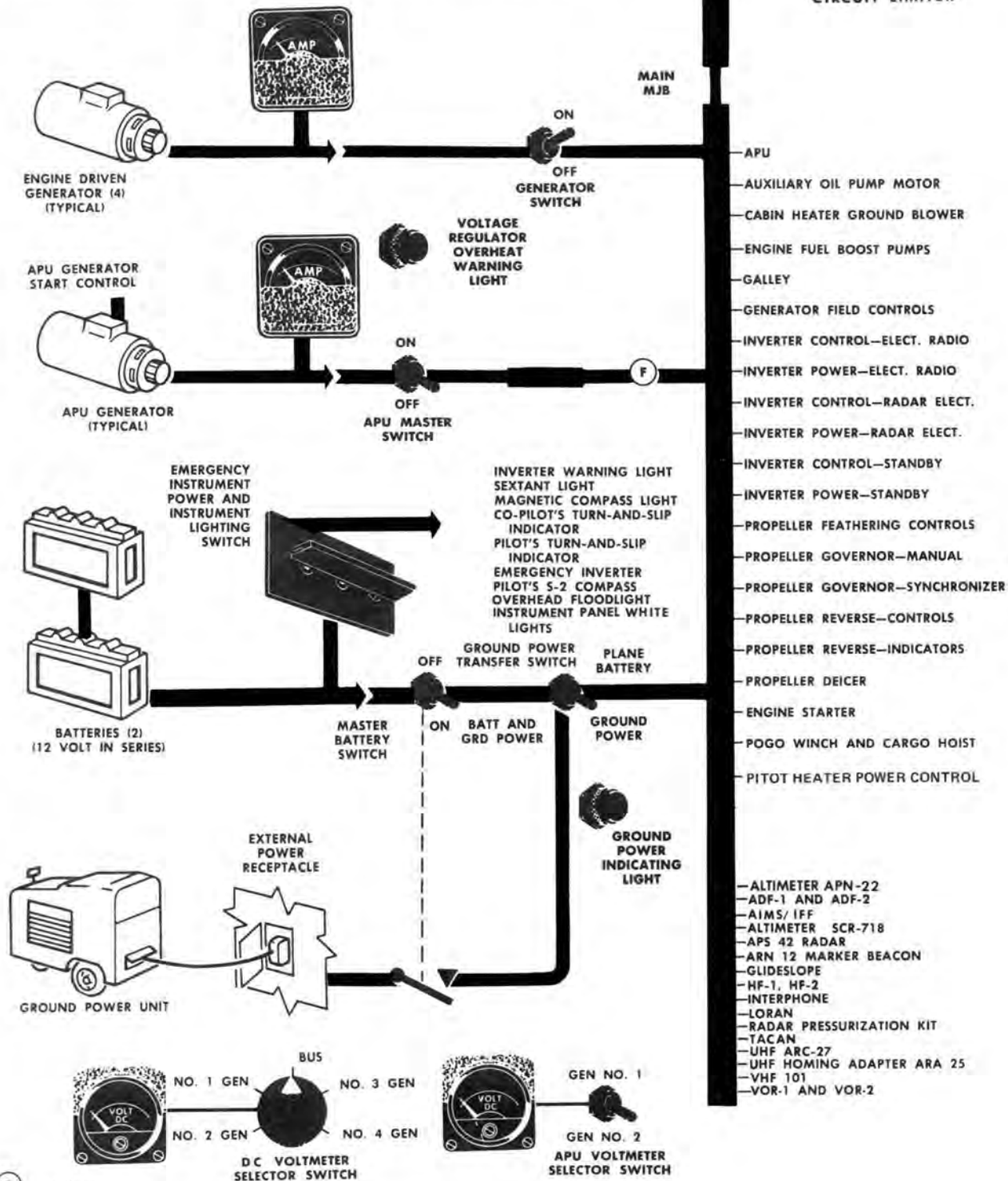
500/ AMPERE
CIRCUIT LIMITER


Figure 1-14 (Sheet 1 of 4)

AA1-593A