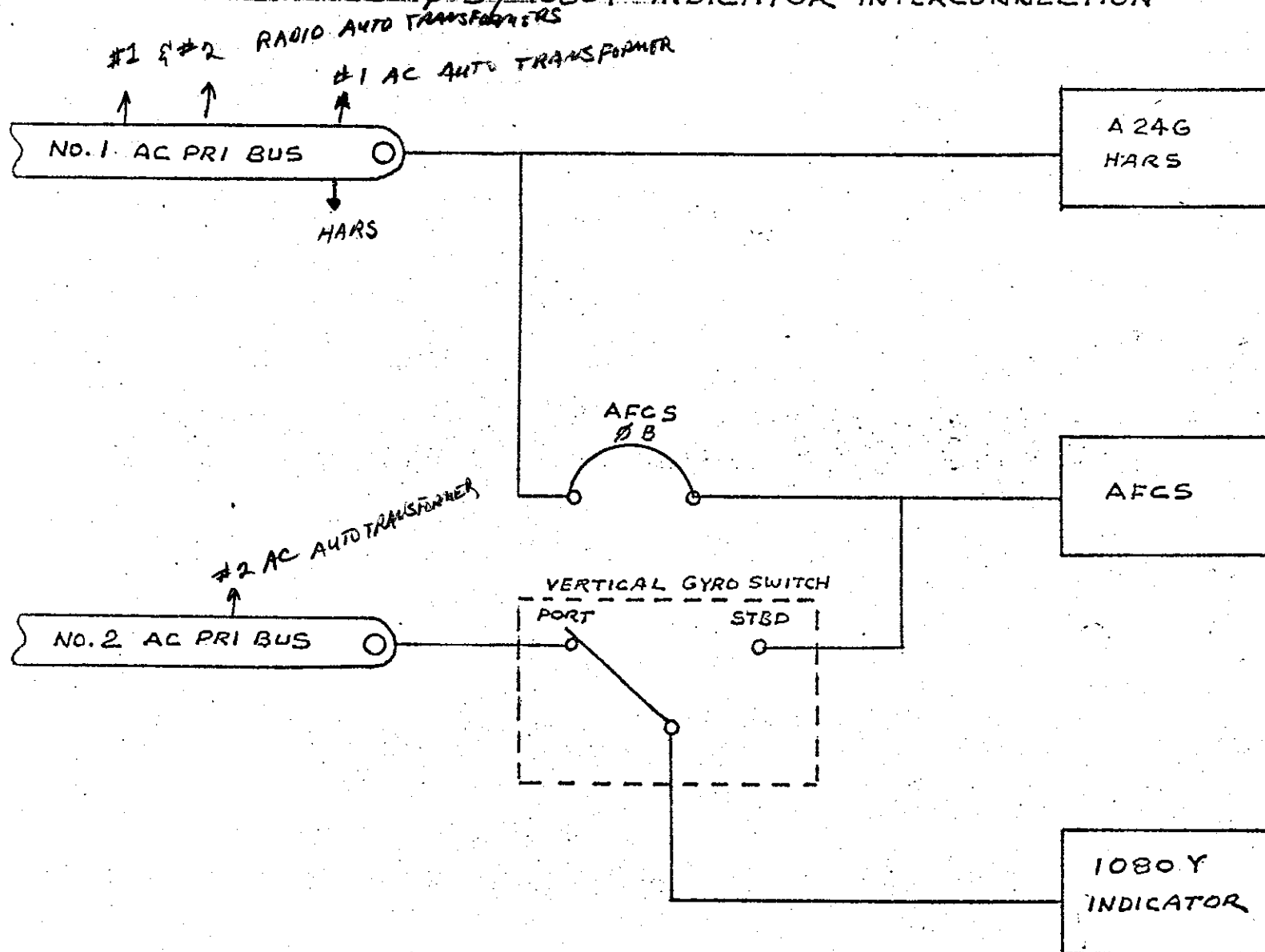


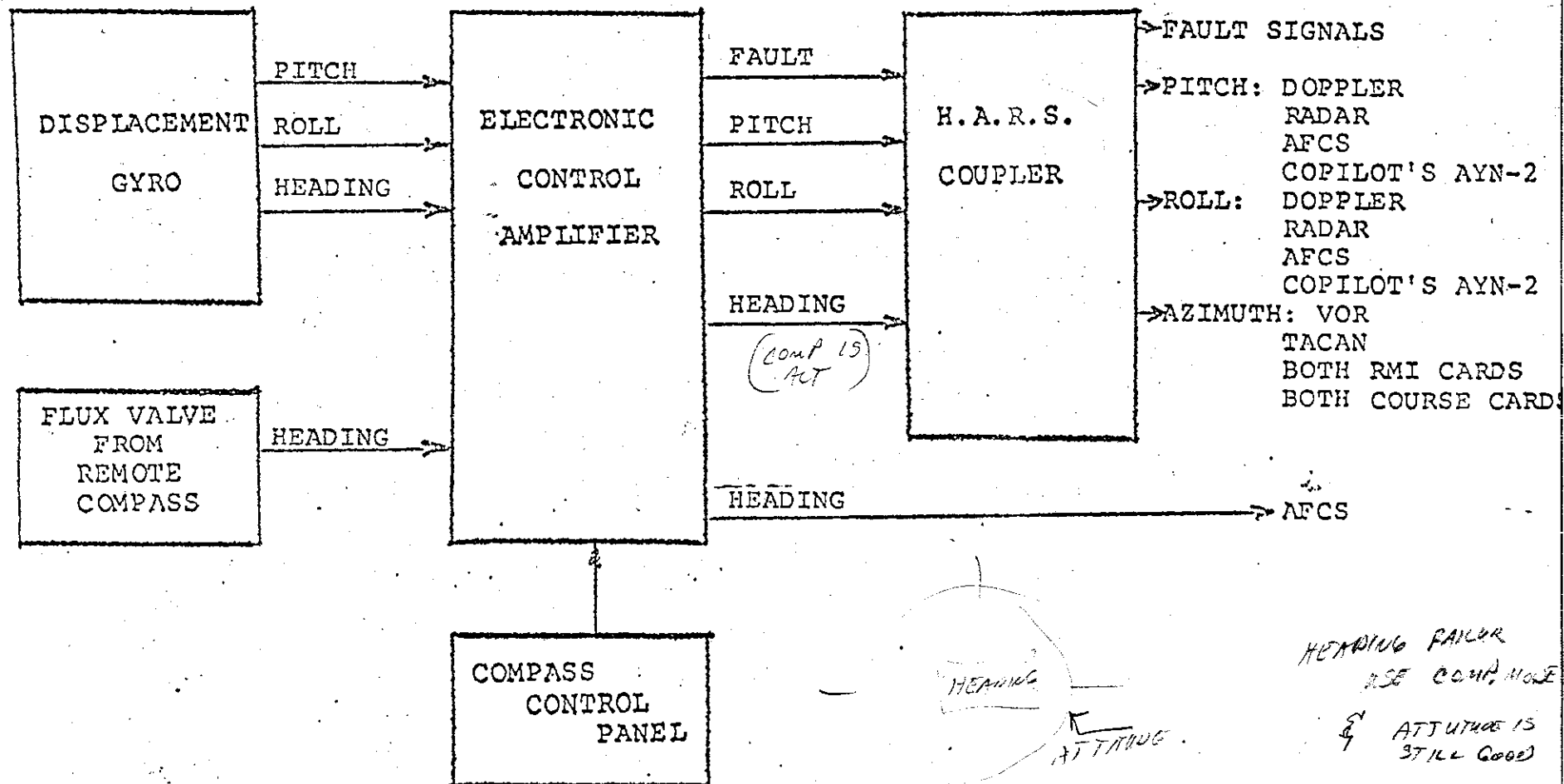
AFCS Ø B / 1080Y INDICATOR INTERCONNECTION



HH-3F

PORT GYRO SYSTEM
(A/A24G-39)

(SIMPLE BLOCK DIAGRAM)



HEADING FAILURE
USE COMP. NOSE

ATTITUDE IS
STILL GOOD

ATT. FAILURE - CAUSES
HEADING FAILURE

Autotransformers

Five autotransformers in the ac system convert 115 volt power from the primary ac buses to 26 volts. Four of the autotransformers are powered by the No. 1 primary bus and are protected by circuit breakers on the copilot's overhead circuit breaker panel, marked 26 V XMFR ØB, RADIO XMFR 1 (2) 26V ØB, and HARS CPLR, under the general heading NO. 1 AC PRI. The fifth autotransformer is powered by the No. 2 primary bus and is protected by a circuit breaker on the pilot's overhead circuit breaker panel, marked 26V XMFR ØB under the general heading NO. 2 AC PRI.

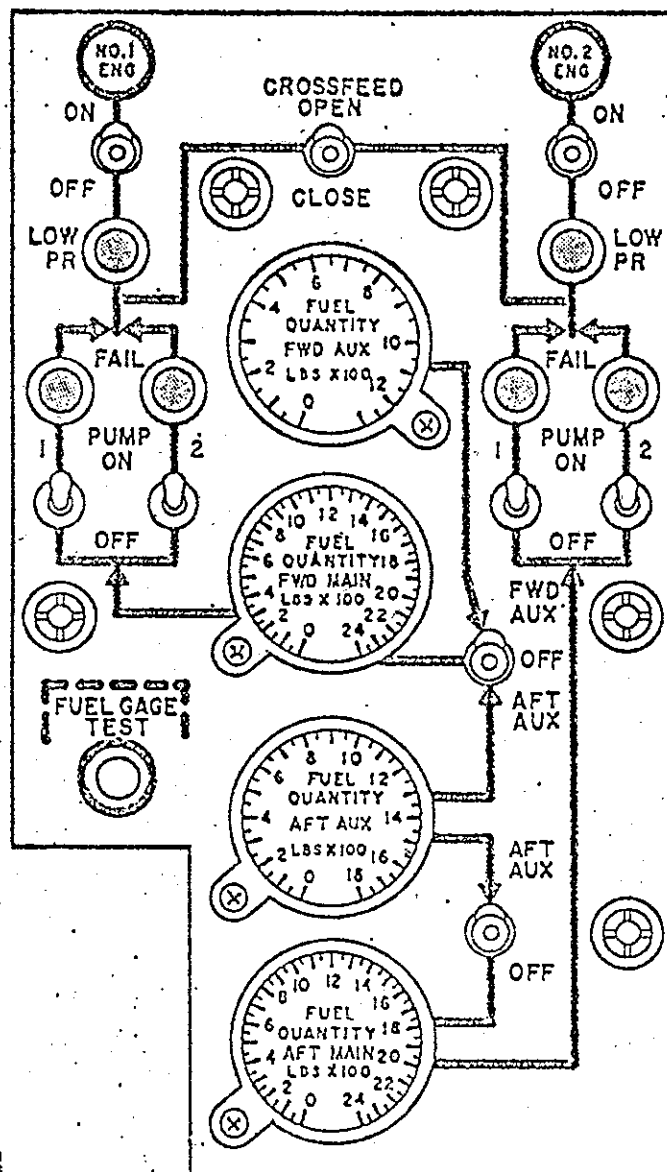
Radio Autotransformers 26V ØB (NO. 1 AC Primary Bus) The autotransformers protected by the circuit breakers marked RADIO XMFR 1 and 2, 26V ØB supply 26 volts ac to the pilot's course indicator azimuth card, pilot's ID-250 RMI card, both pilot's ID-250 needles, TACAN azimuth and DME, doppler radar, VOR inputs to the AN/AYN-2 computer, and the HARS coupler. The 26 volts to the HARS coupler is used as reference voltage for the port gyro system outputs to the pilot's course indicator azimuth card, pilot's RMI card, VOR azimuth and doppler and radar roll stabilization. Two radio transformers are installed to provide a redundant source of 26 volts ac power for the navigation instruments. The output of each autotransformer is applied to the contacts of the RADIO XMFR switch on the overhead switch panel. The switch selects either the NO. 1 or the NO. 2 autotransformer output to energize the transformer fail relay and the NAV ØB and PILOT ØB circuit breakers. Should the relay become de-energized, 28 volts dc from the RADIO XMFR CAUT circuit breaker is applied to the caution/advisory panel, illuminating the RADIO XMFR caution capsule to indicate loss of 26 volts ac from the selected autotransformer.

Hars Coupler Autotransformer 26V ØB (NO. 1 AC Primary Bus) The autotransformer protected by the circuit breaker marked HARS CPLR supplies 26 volts ac power to the HARS coupler only. This power is used as reference voltage for the port gyro system pitch and roll outputs to the copilot's attitude indicator and AFCS.

26V Autotransformer ØB (NO. 1 AC Primary Bus) The autotransformer protected by the circuit breaker marked 26V XMFR ØB supplies 26 volts ac to the copilot's course indicator azimuth card, copilot's ID-250 RMI card, primary hydraulic pressure gage, transmission oil pressure gage, the NO. 1 engine torque sensor and oil pressure gages, and the HARS coupler. The 26 volts to the HARS coupler is used as reference voltage for the port gyro system outputs to the copilot's course indicator azimuth card, copilot's RMI card, TACAN azimuth and doppler and radar pitch stabilization.

26V Autotransformer ØB (NO. 2 AC Primary Bus) The autotransformer protected by a circuit breaker on the pilot's overhead circuit breaker panel, marked 26V XMFR ØB under the general heading NO. 2 AC PRI, supplies 26 volts ac to operate the auxiliary and utility hydraulic pressure gages and the NO. 2 engine oil pressure and torque sensor gages.

GALS Lbs
 FA 184
 (HEATER) FM 348
 AA 245
 (APU) AM 345
 73rd PHR
 1122 GALS



30 PSI pump
 14-17 PSI LIGHT



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FUEL MANAGEMENT PANEL

HH-3F
 T4.1.28
 REV. I