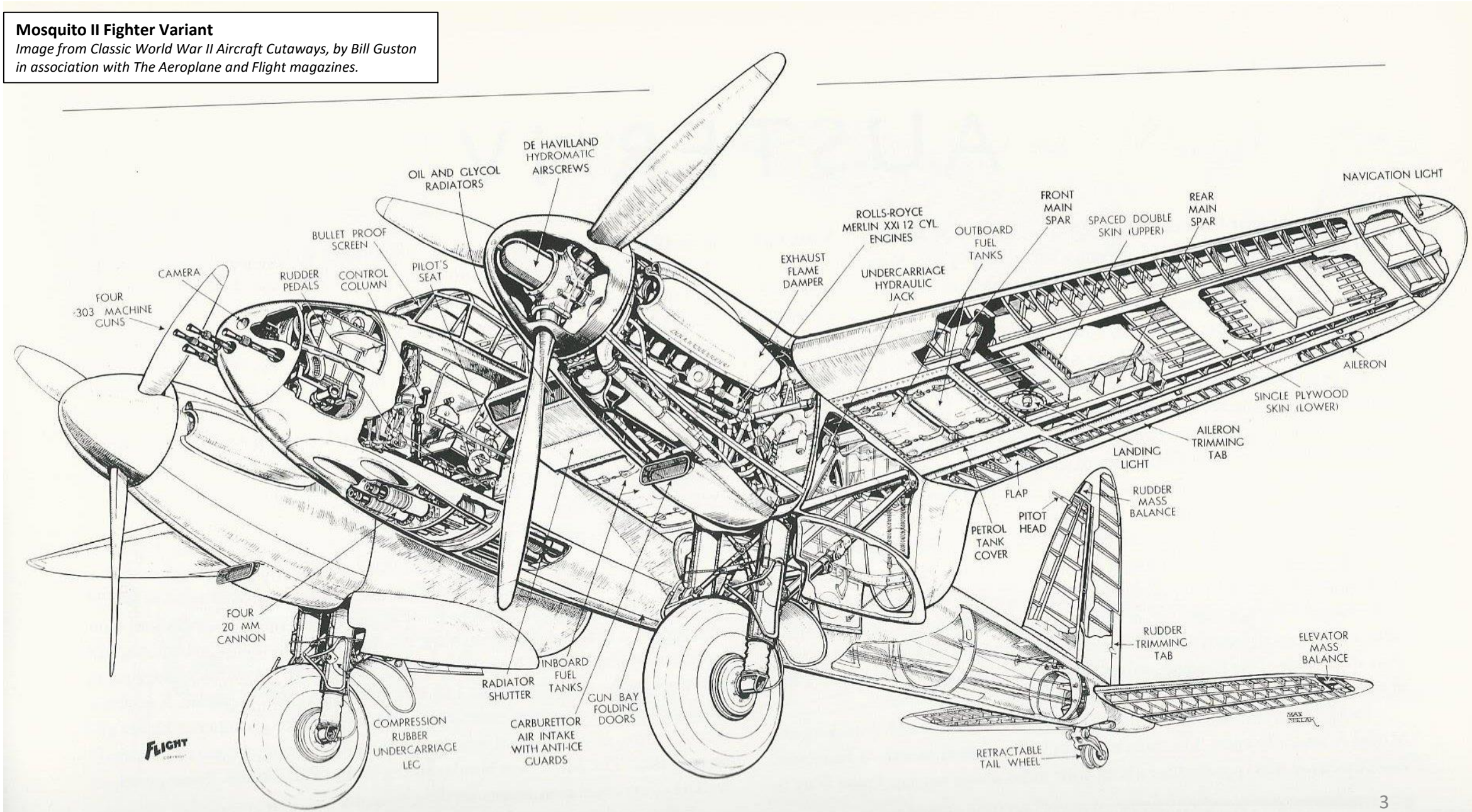
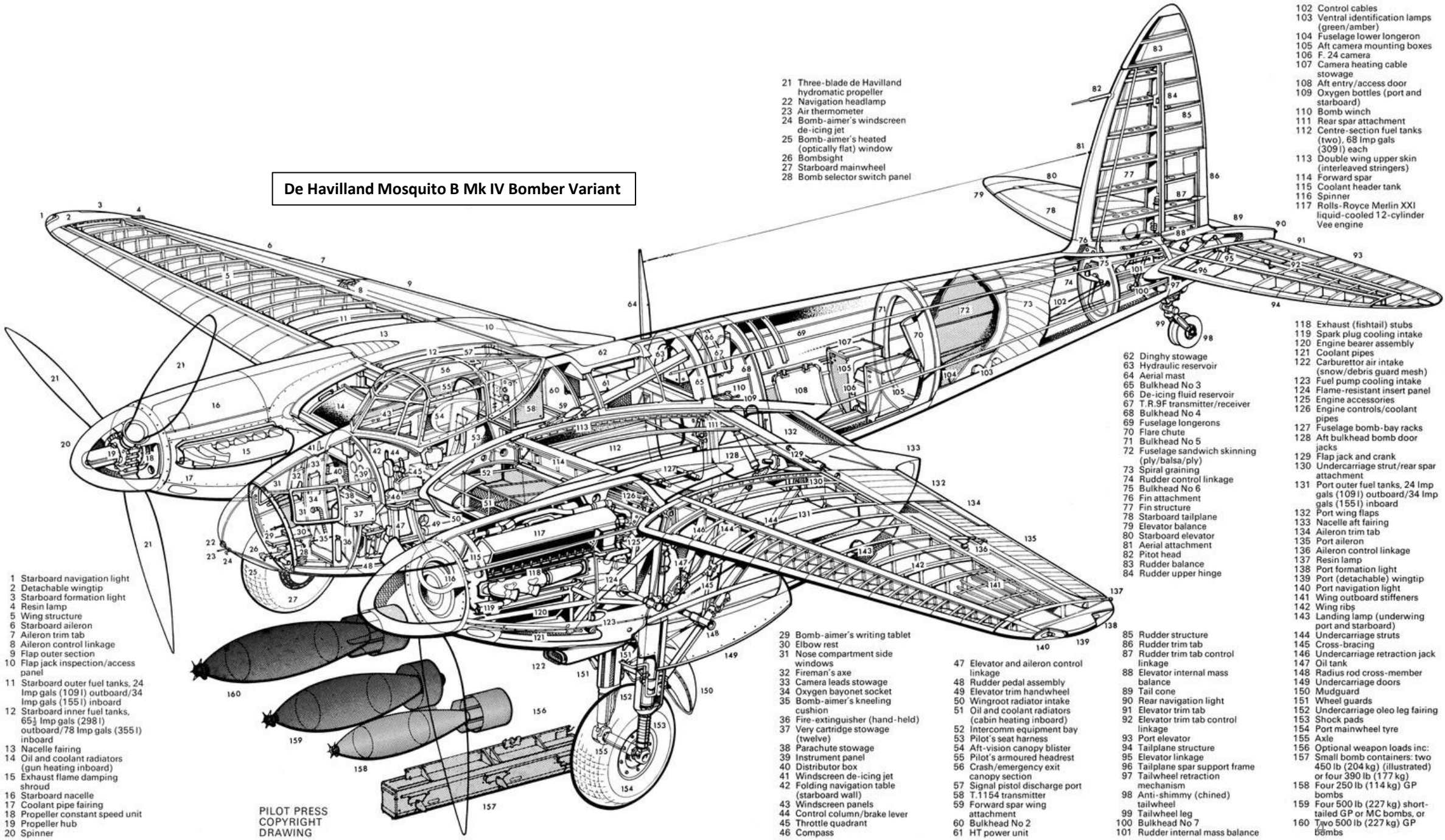
PART 3 – COCKPIT & EQUIPMENT


Side Door

Mosquito II Fighter Variant
Image from Classic World War II Aircraft Cutaways, by Bill Guston in association with The Aeroplane and Flight magazines.



De Havilland Mosquito B Mk IV Bomber Variant



1 Starboard navigation light
2 Detachable wingtip
3 Starboard formation light
4 Resin lamp
5 Wing structure
6 Starboard aileron
7 Aileron trim tab
8 Aileron control linkage
9 Flap outer section
10 Flap jack inspection/access panel
11 Starboard outer fuel tanks, 24 Imp gals (109 l) outboard/34 Imp gals (155 l) inboard
12 Starboard inner fuel tanks, 65½ Imp gals (298 l) outboard/78 Imp gals (355 l) inboard
13 Nacelle fairing
14 Oil and coolant radiators (gun heating inboard)
15 Exhaust flame damping shroud
16 Starboard nacelle
17 Coolant pipe fairing
18 Propeller constant speed unit
19 Propeller hub
20 Spinner

21 Three-blade de Havilland hydromatic propeller
22 Navigation headlamp
23 Air thermometer
24 Bomb-aimer's windscreen de-icing jet
25 Bomb-aimer's heated (optically flat) window
26 Bombsight
27 Starboard mainwheel
28 Bomb selector switch panel

29 Bomb-aimer's writing tablet
30 Elbow rest
31 Nose compartment side windows
32 Fireman's axe
33 Camera leads stowage
34 Oxygen bayonet socket
35 Bomb-aimer's kneeling cushion
36 Fire-extinguisher (hand-held)
37 Very cartridge stowage (twelve)
38 Parachute stowage
39 Instrument panel
40 Distributor box
41 Windscreen de-icing jet
42 Folding navigation table (starboard wall)
43 Windscreen panels
44 Control column/brake lever
45 Throttle quadrant
46 Compass

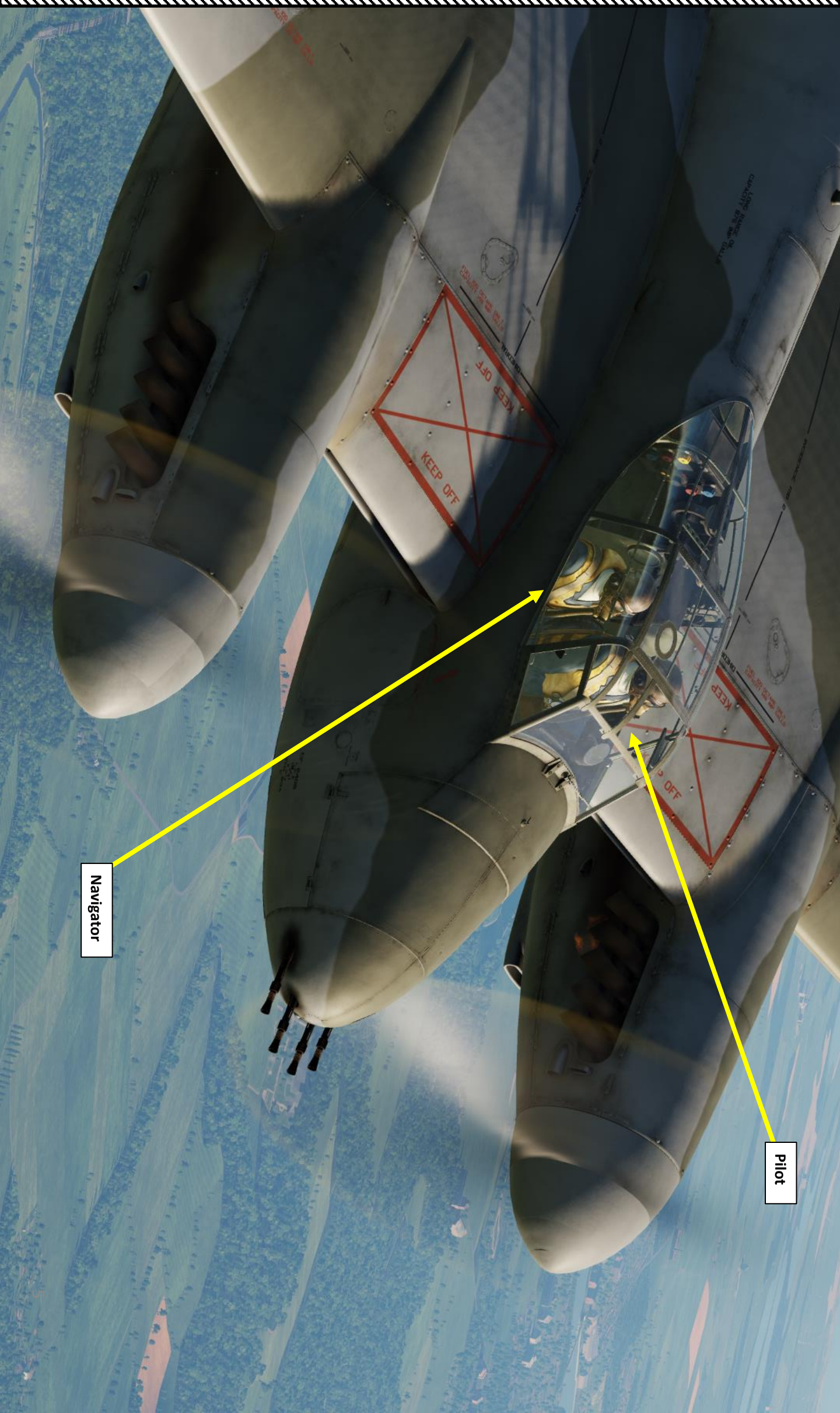
47 Elevator and aileron control linkage
48 Rudder pedal assembly
49 Elevator trim handwheel
50 Wingroot radiator intake
51 Oil and coolant radiators (cabin heating inboard)
52 Intercomm equipment bay
53 Pilot's seat harness
54 Aft-vision canopy blister
55 Pilot's armoured headrest
56 Crash/emergency exit canopy section
57 Signal pistol discharge port
58 T.1154 transmitter
59 Forward spar wing attachment
60 Bulkhead No 2
61 HT power unit

62 Dinghy stowage
63 Hydraulic reservoir
64 Aerial mast
65 Bulkhead No 3
66 De-icing fluid reservoir
67 T.R.9F transmitter/receiver
68 Bulkhead No 4
69 Fuselage longerons
70 Flare chute
71 Bulkhead No 5
72 Fuselage sandwich skinning (ply/balsa/ply)
73 Spiral graining
74 Rudder control linkage
75 Bulkhead No 6
76 Fin attachment
77 Fin structure
78 Starboard tailplane
79 Elevator balance
80 Starboard elevator
81 Aerial attachment
82 Pitot head
83 Rudder balance
84 Rudder upper hinge

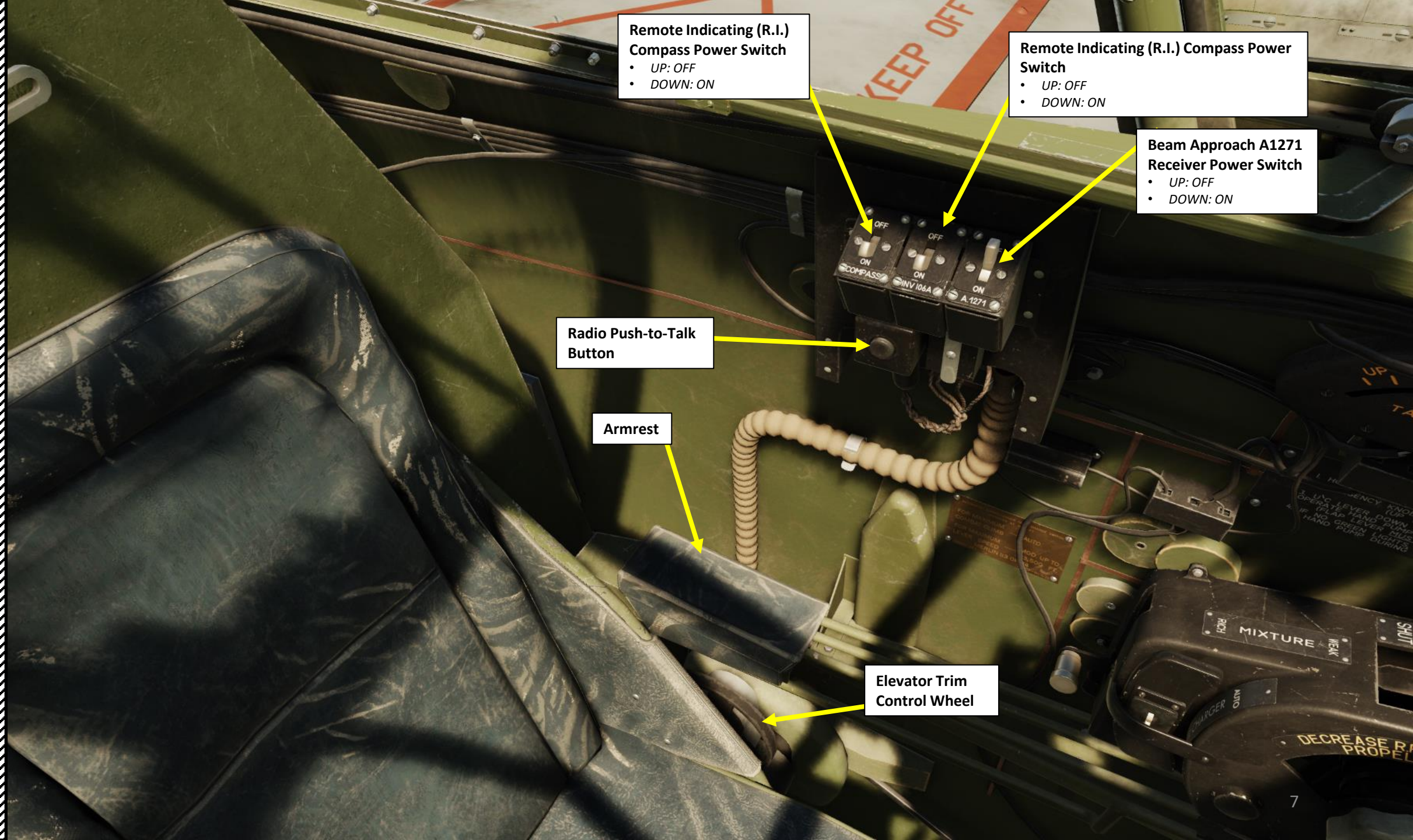
85 Rudder structure
86 Rudder trim tab
87 Rudder trim tab control linkage
88 Elevator internal mass balance
89 Tail cone
90 Rear navigation light
91 Elevator trim tab
92 Elevator trim tab control linkage
93 Port elevator
94 Tailplane structure
95 Elevator linkage
96 Tailplane spar support frame
97 Tailwheel retraction mechanism
98 Anti-shimmy (chined) tailwheel
99 Tailwheel leg
100 Bulkhead No 7
101 Rudder internal mass balance

102 Control cables
103 Ventral identification lamps (green/amber)
104 Fuselage lower longeron
105 Aft camera mounting boxes
106 F. 24 camera
107 Camera heating cable stowage
108 Aft entry/access door
109 Oxygen bottles (port and starboard)
110 Bomb winch
111 Rear spar attachment
112 Centre-section fuel tanks (two), 68 Imp gals (309 l) each
113 Double wing upper skin (interleaved stringers)
114 Forward spar
115 Coolant header tank
116 Spinner
117 Rolls-Royce Merlin XXI liquid-cooled 12-cylinder Vee engine

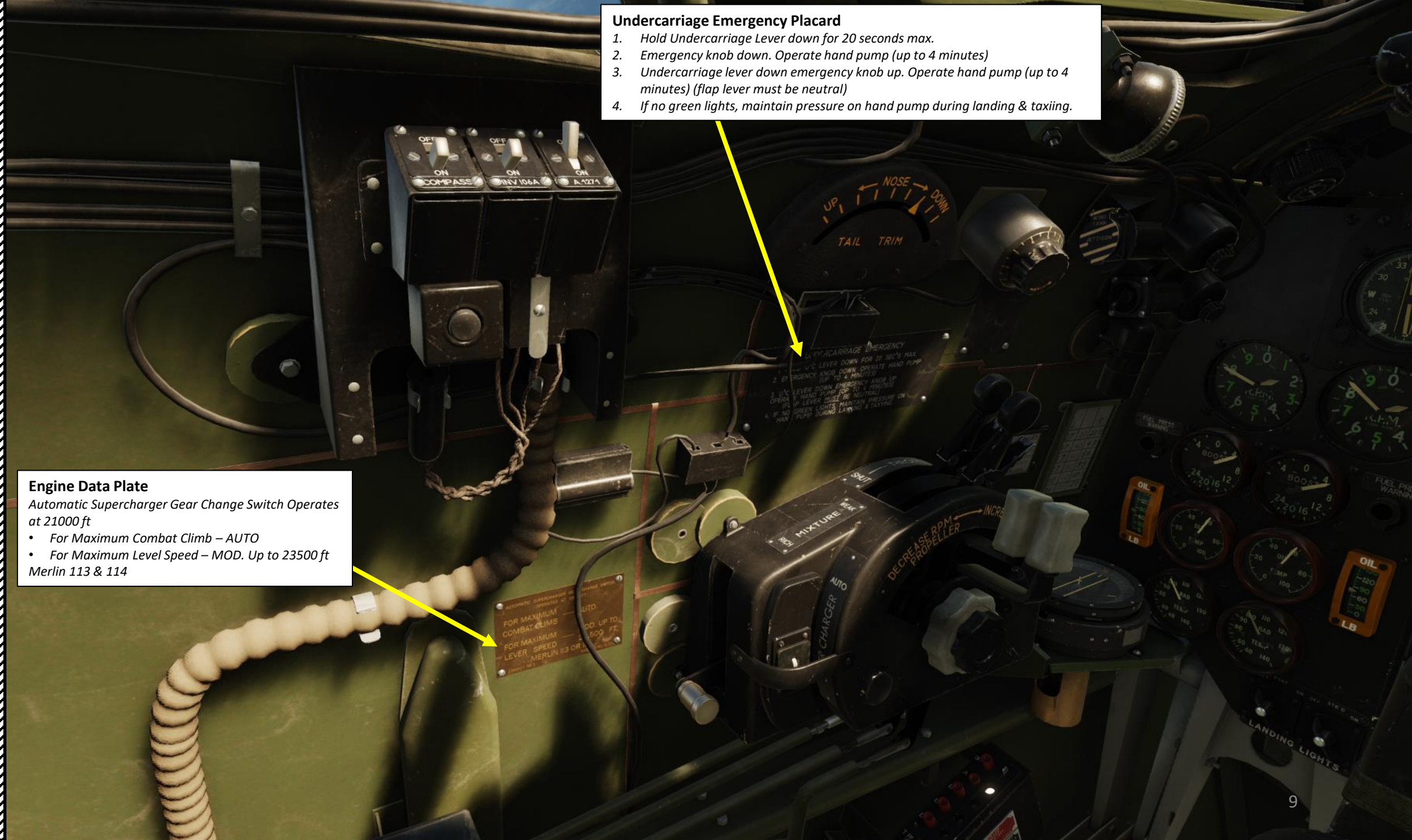
118 Exhaust (fishtail) stubs
119 Spark plug cooling intake
120 Engine bearer assembly
121 Coolant pipes
122 Carburettor air intake (snow/debris guard mesh)
123 Fuel pump cooling intake
124 Flame-resistant insert panel
125 Engine accessories
126 Engine controls/coolant pipes
127 Fuselage bomb-bay racks
128 Aft bulkhead bomb door jacks
129 Flap jack and crank
130 Undercarriage strut/rear spar attachment
131 Port outer fuel tanks, 24 Imp gals (109 l) outboard/34 Imp gals (155 l) inboard
132 Port wing flaps
133 Nacelle aft fairing
134 Aileron trim tab
135 Port aileron
136 Aileron control linkage
137 Resin lamp
138 Port formation light
139 Port (detachable) wingtip
140 Port navigation light
141 Wing outboard stiffeners
142 Wing ribs
143 Landing lamp (underwing port and starboard)
144 Undercarriage struts
145 Cross-bracing
146 Undercarriage retraction jack
147 Oil tank
148 Radius rod cross-member
149 Undercarriage doors
150 Mudguard
151 Wheel guards
152 Undercarriage oleo leg fairing
153 Shock pads
154 Port mainwheel tyre
155 Axle
156 Optional weapon loads inc:
157 Small bomb containers: two 450 lb (204 kg) (illustrated) or four 390 lb (177 kg)
158 Four 250 lb (114 kg) GP bombs
159 Four 500 lb (227 kg) short-tailed GP or MC bombs, or
160 Two 500 lb (227 kg) GP bombs


KEEP OFF
KEEP OFF
Navigator
Pilot

PART 3 – COCKPIT & EQUIPMENT


Remote Indicating (R.I.) Compass Power Switch
• UP: OFF
• DOWN: ON
Remote Indicating (R.I.) Compass Power Switch
• UP: OFF
• DOWN: ON
Beam Approach A1271 Receiver Power Switch
• UP: OFF
• DOWN: ON
Radio Push-to-Talk Button
Armrest
Elevator Trim Control Wheel
OFF
ON
COMPASS
INV 106A
A.1271
MIXTURE
RICH
WEAK


KEEP OFF
Left Windows Lock



Undercarriage Emergency Placard

1. *Hold Undercarriage Lever down for 20 seconds max.*
2. *Emergency knob down. Operate hand pump (up to 4 minutes)*
3. *Undercarriage lever down emergency knob up. Operate hand pump (up to 4 minutes) (flap lever must be neutral)*
4. *If no green lights, maintain pressure on hand pump during landing & taxiing.*

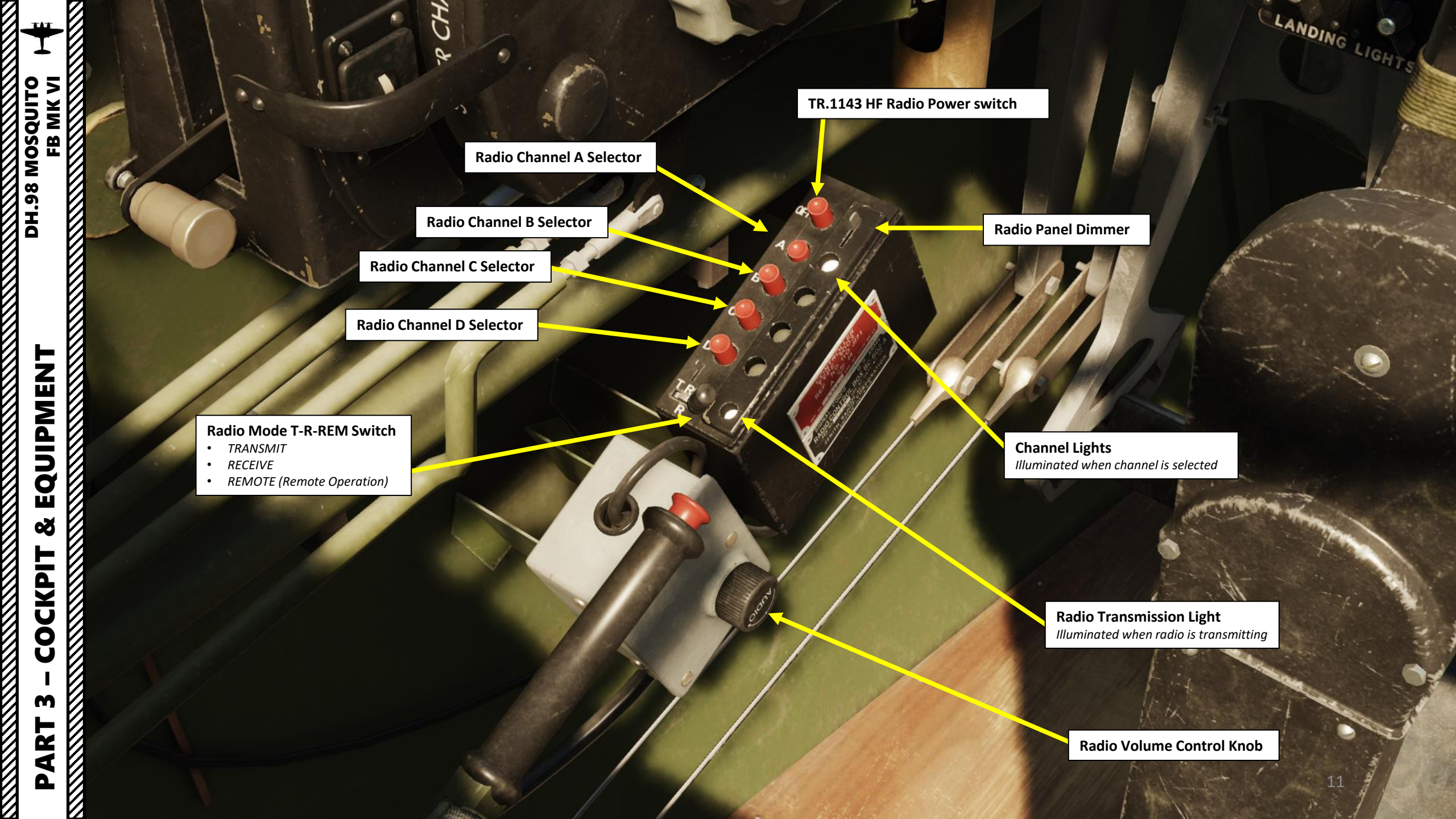
Engine Data Plate

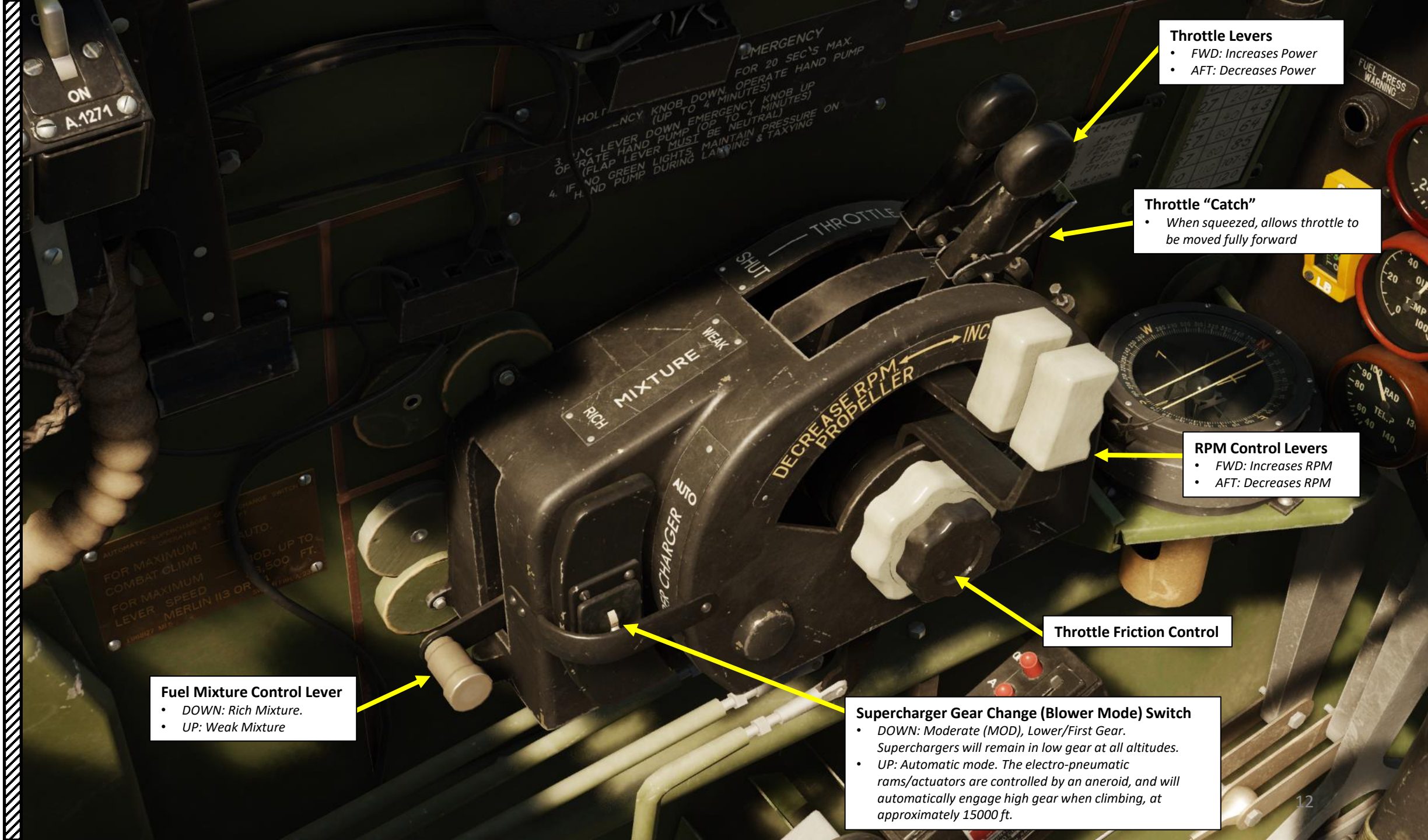
Automatic Supercharger Gear Change Switch Operates at 21000 ft

- *For Maximum Combat Climb – AUTO*
- *For Maximum Level Speed – MOD. Up to 23500 ft*

Merlin 113 & 114


Seat Height
Adjustment Lever
THROTTLE
SHUT
MIXTURE
RICH
WEAK
DECREASE RPM
PROPELLER
EMERGENCY


LANDING LIGHTS
TR.1143 HF Radio Power switch
Radio Channel A Selector
Radio Channel B Selector
Radio Channel C Selector
Radio Channel D Selector
Radio Panel Dimmer
Radio Mode T-R-REM Switch
• TRANSMIT
• RECEIVE
• REMOTE (Remote Operation)
Channel Lights
Illuminated when channel is selected
Radio Transmission Light
Illuminated when radio is transmitting
Radio Volume Control Knob



Throttle Levers
- *FWD: Increases Power*
- *AFT: Decreases Power*

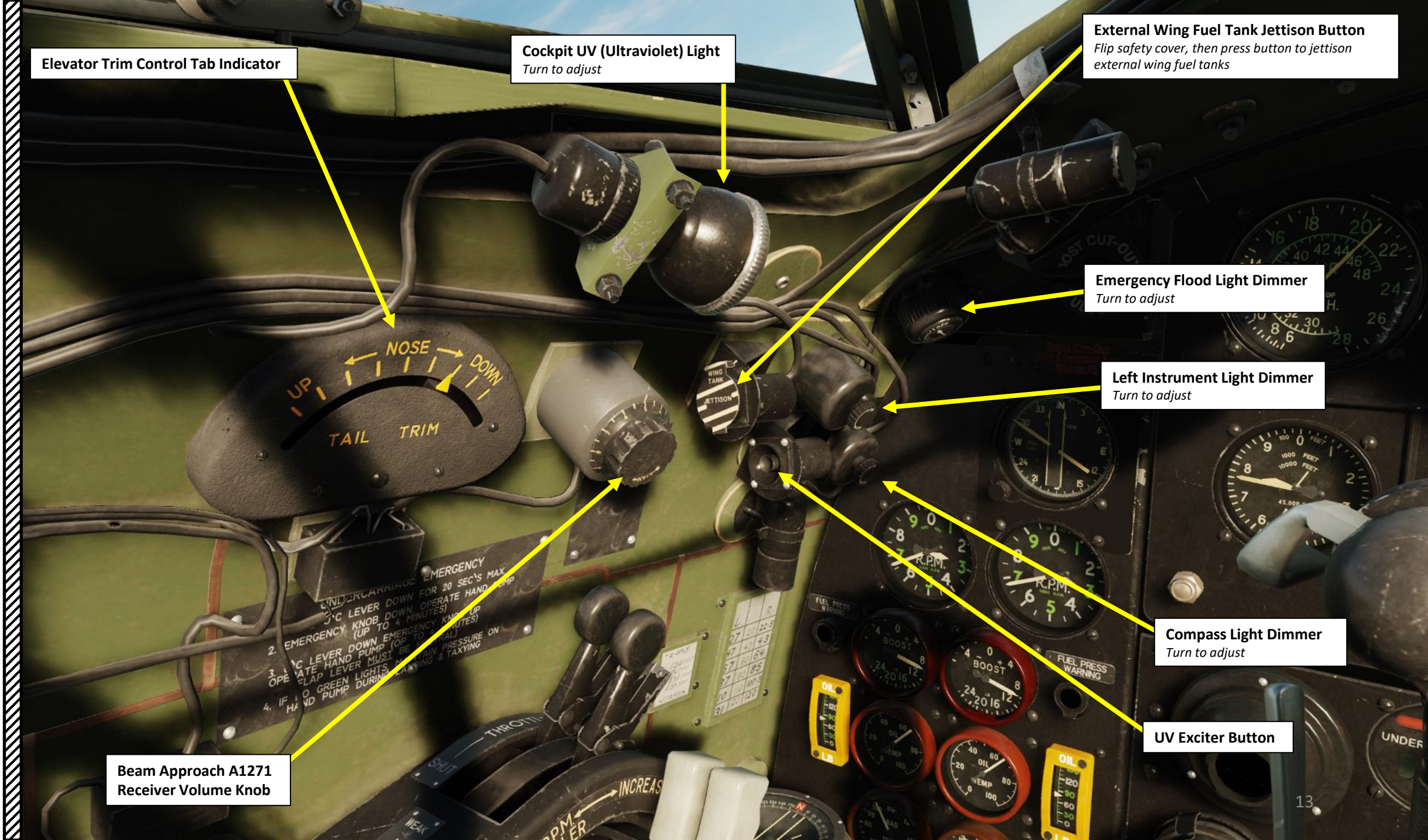
Throttle "Catch"
- *When squeezed, allows throttle to be moved fully forward*

RPM Control Levers
- *FWD: Increases RPM*
- *AFT: Decreases RPM*

Throttle Friction Control

Fuel Mixture Control Lever
- *DOWN: Rich Mixture.*
- *UP: Weak Mixture*

Supercharger Gear Change (Blower Mode) Switch
- *DOWN: Moderate (MOD), Lower/First Gear. Superchargers will remain in low gear at all altitudes.*
- *UP: Automatic mode. The electro-pneumatic rams/actuators are controlled by an aneroid, and will automatically engage high gear when climbing, at approximately 15000 ft.*


Elevator Trim Control Tab Indicator
Cockpit UV (Ultraviolet) Light
Turn to adjust
External Wing Fuel Tank Jettison Button
Flip safety cover, then press button to jettison external wing fuel tanks
Emergency Flood Light Dimmer
Turn to adjust
Left Instrument Light Dimmer
Turn to adjust
Compass Light Dimmer
Turn to adjust
UV Exciter Button
Beam Approach A1271 Receiver Volume Knob
NOSE
UP
DOWN
TAIL TRIM
WING TANK
JETTISON
FUEL PRESS WARNING
BOOST
R.P.M.
OIL

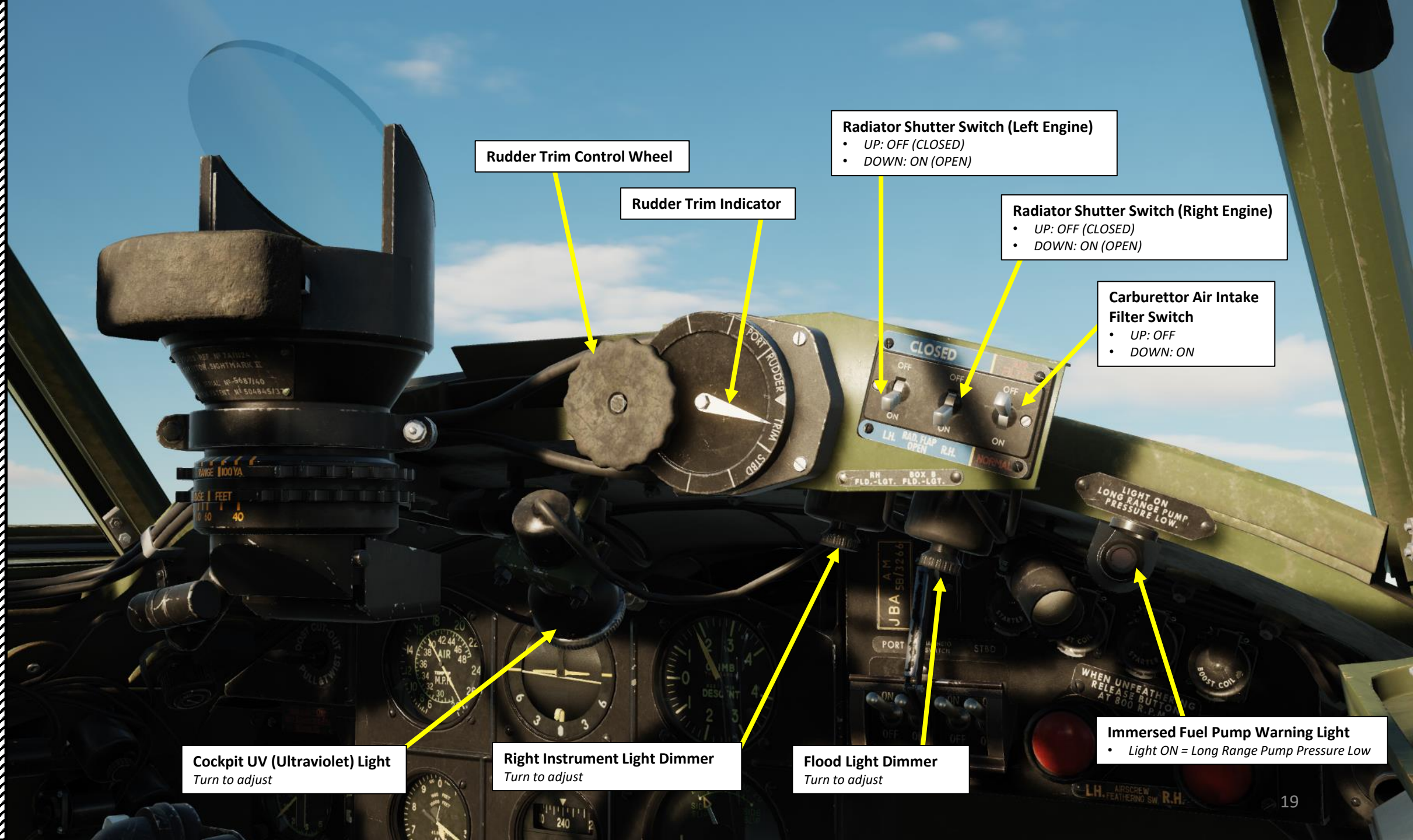

TR.1143 Radio Channel Frequencies Placard (MHz)
P8 Magnetic Compass
DECREASE R.P.M.
PROPELLER
MIXTURE
THROTT
SHUT
R.P.M.
BOOST
OIL
FUEL PRESS WARNING


First Aid Kit
Shoulder Harness
Release Lever

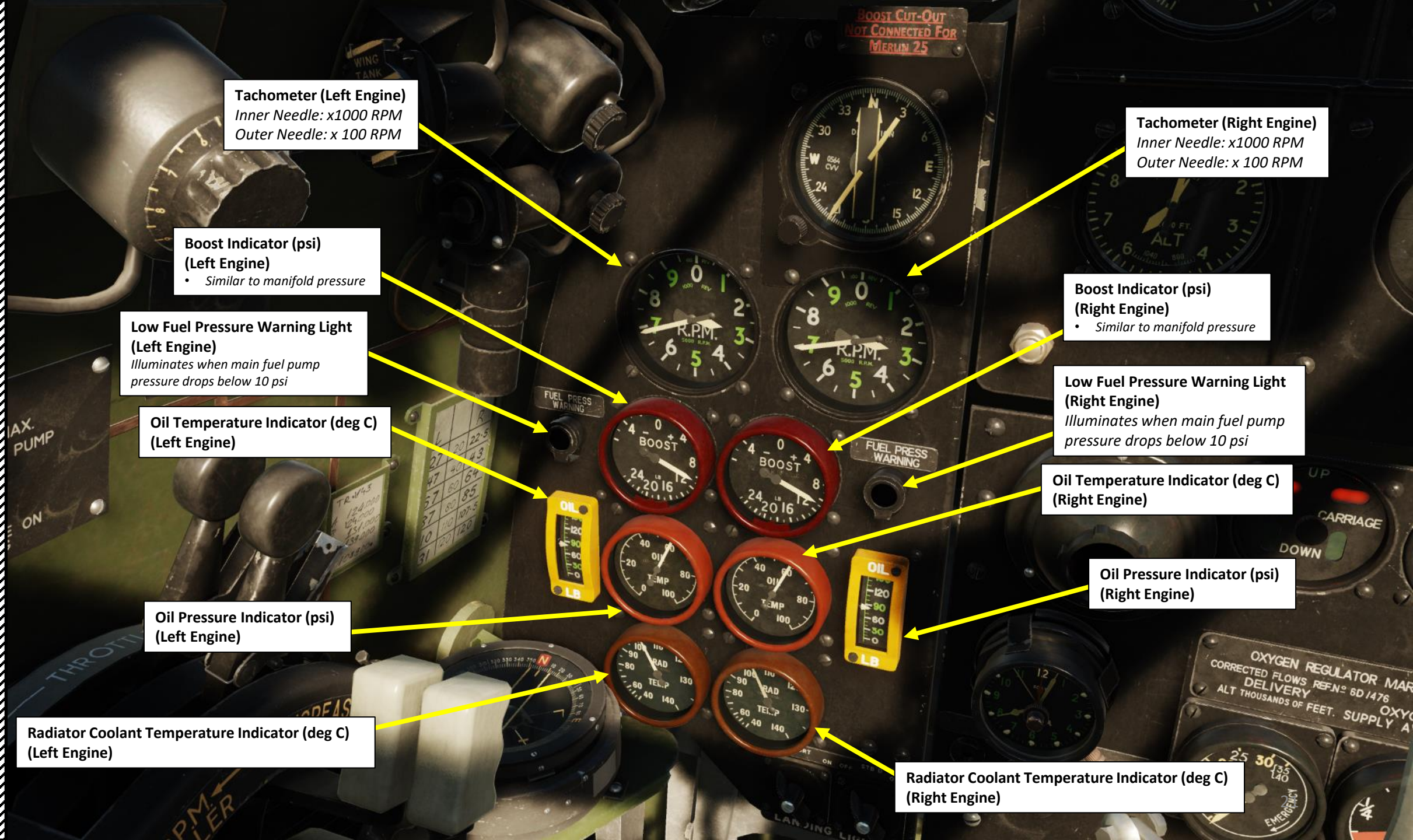
PART 3 – COCKPIT & EQUIPMENT


Gunsight
Gunsight Range Control (x100 yards)
Gunsight Target Wingspan Control (ft)

PART 3 – COCKPIT & EQUIPMENT


Rudder Trim Control Wheel
Rudder Trim Indicator
Radiator Shutter Switch (Left Engine)
• UP: OFF (CLOSED)
• DOWN: ON (OPEN)
Radiator Shutter Switch (Right Engine)
• UP: OFF (CLOSED)
• DOWN: ON (OPEN)
Carburettor Air Intake Filter Switch
• UP: OFF
• DOWN: ON
Cockpit UV (Ultraviolet) Light
Turn to adjust
Right Instrument Light Dimmer
Turn to adjust
Flood Light Dimmer
Turn to adjust
Immersed Fuel Pump Warning Light
• Light ON = Long Range Pump Pressure Low


Boost Control Cut-Out Handle
• Not Functional on this variant of the Mosquito (Merlin 25 engines)
Remote Indicating (R.I.) Repeater Compass
RANGE 100 YA
BASE FEET
100 80 60 40
DIRECTION INDICATOR
SIDE SLIP
TURN
NOSE
DOWN
TRIM
CARRIAGE
FLAP
UP
DOWN



Tachometer (Left Engine)
Inner Needle: x1000 RPM
Outer Needle: x 100 RPM

Boost Indicator (psi) (Left Engine)
- *Similar to manifold pressure*

Low Fuel Pressure Warning Light (Left Engine)
Illuminates when main fuel pump pressure drops below 10 psi

Oil Temperature Indicator (deg C) (Left Engine)

Oil Pressure Indicator (psi) (Left Engine)

Radiator Coolant Temperature Indicator (deg C) (Left Engine)

Tachometer (Right Engine)
Inner Needle: x1000 RPM
Outer Needle: x 100 RPM

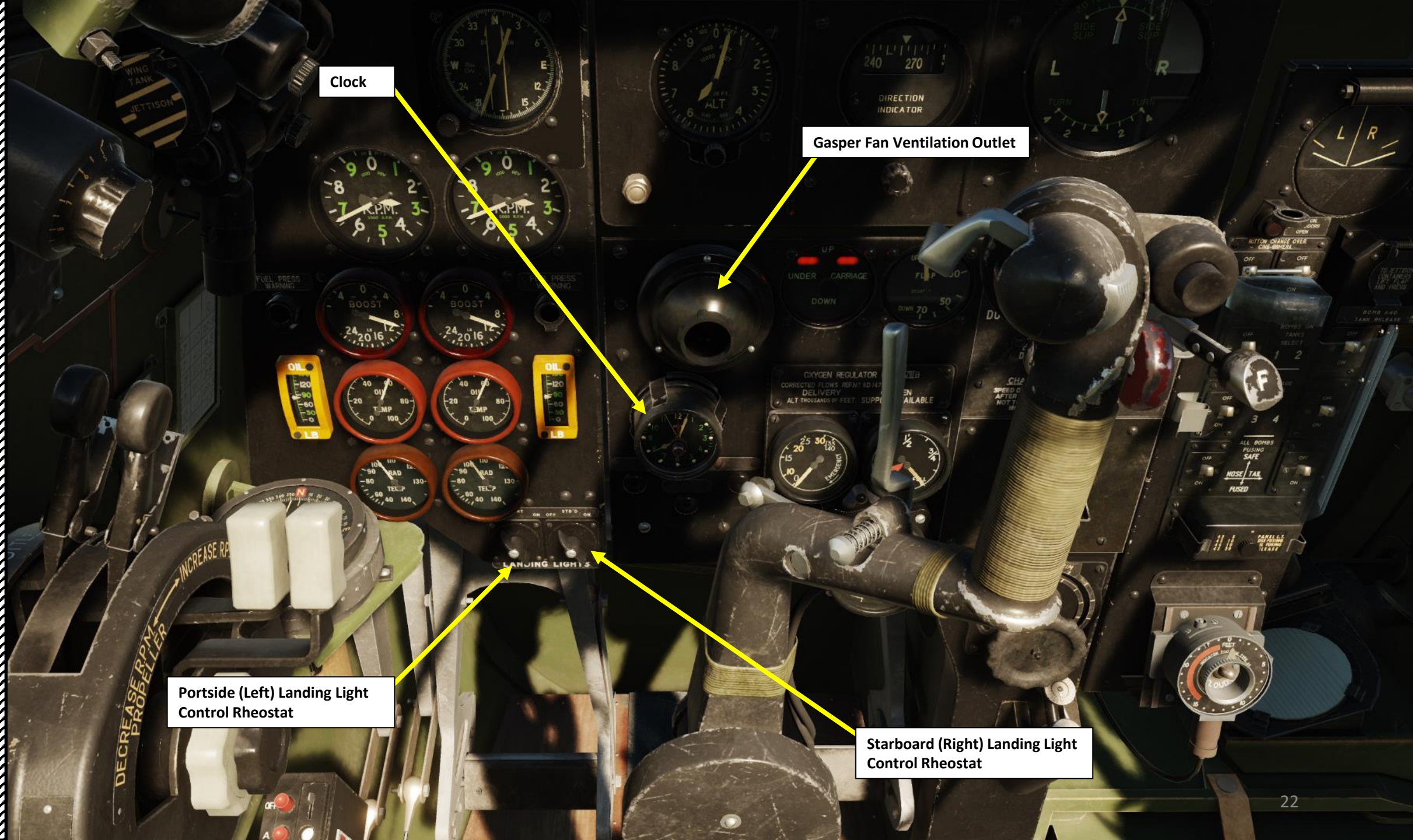
Boost Indicator (psi) (Right Engine)
- *Similar to manifold pressure*

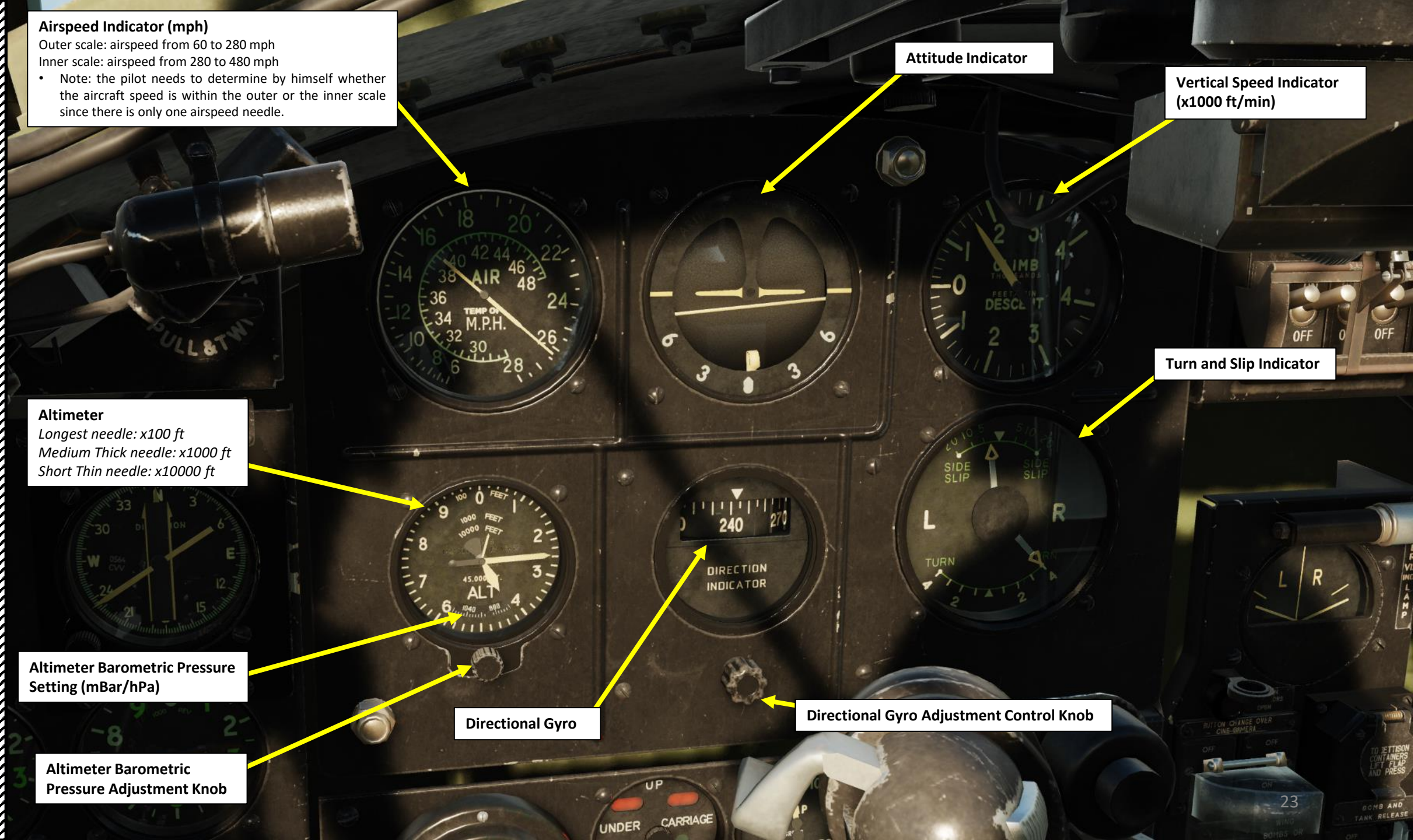
Low Fuel Pressure Warning Light (Right Engine)
Illuminates when main fuel pump pressure drops below 10 psi

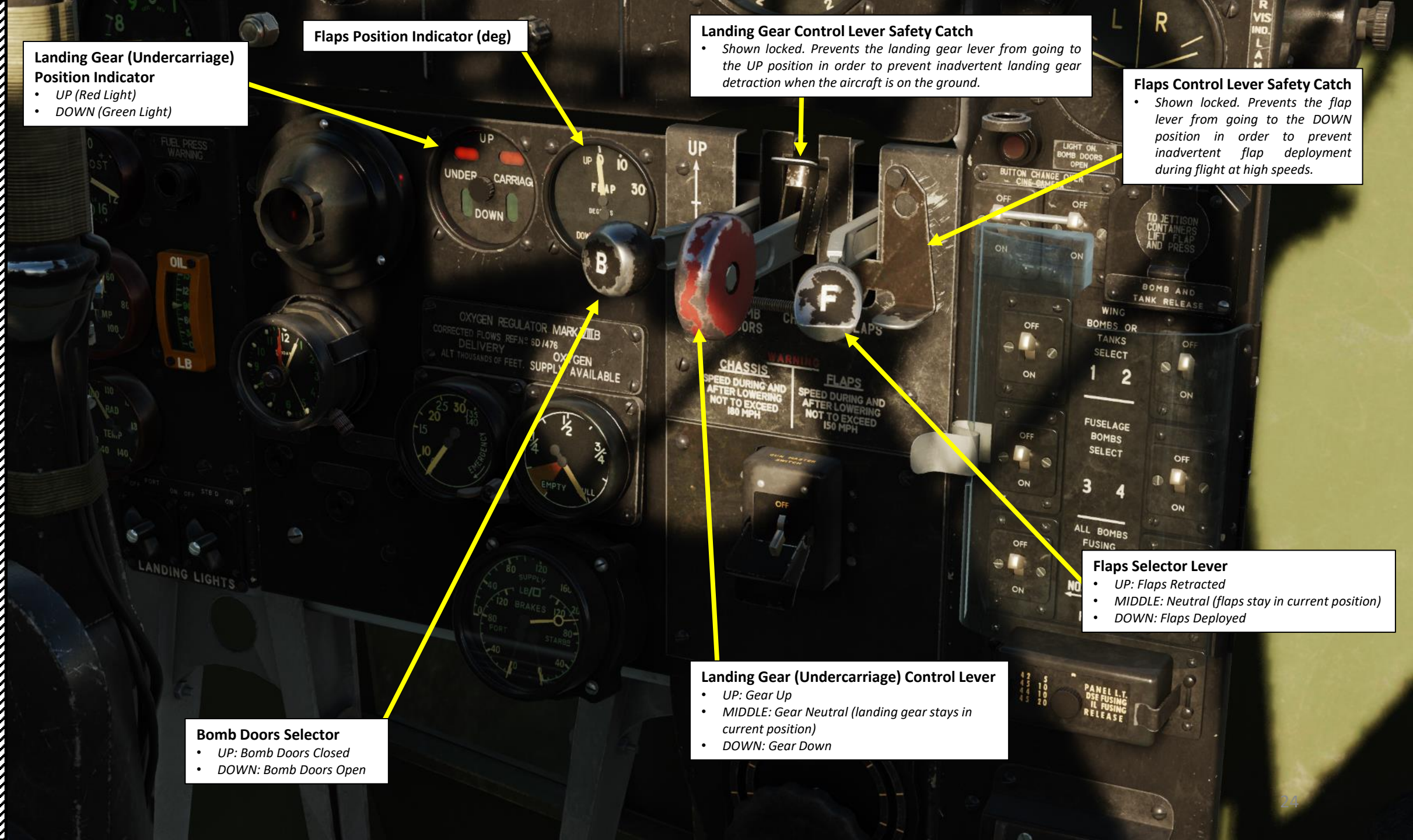
Oil Temperature Indicator (deg C) (Right Engine)

Oil Pressure Indicator (psi) (Right Engine)

Radiator Coolant Temperature Indicator (deg C) (Right Engine)


Clock
Gasper Fan Ventilation Outlet
Portside (Left) Landing Light Control Rheostat
Starboard (Right) Landing Light Control Rheostat


Airspeed Indicator (mph)
Outer scale: airspeed from 60 to 280 mph
Inner scale: airspeed from 280 to 480 mph
• Note: the pilot needs to determine by himself whether the aircraft speed is within the outer or the inner scale since there is only one airspeed needle.
Attitude Indicator
Vertical Speed Indicator (x1000 ft/min)
Turn and Slip Indicator
Altimeter
Longest needle: x100 ft
Medium Thick needle: x1000 ft
Short Thin needle: x10000 ft
Altimeter Barometric Pressure Setting (mBar/hPa)
Altimeter Barometric Pressure Adjustment Knob
Directional Gyro
Directional Gyro Adjustment Control Knob
AIR M.P.H.
ALT
DIRECTION INDICATOR
SIDE SLIP
TURN
UNDER CARRIAGE



Landing Gear (Undercarriage) Position Indicator
- *UP (Red Light)*
- *DOWN (Green Light)*

Flaps Position Indicator (deg)

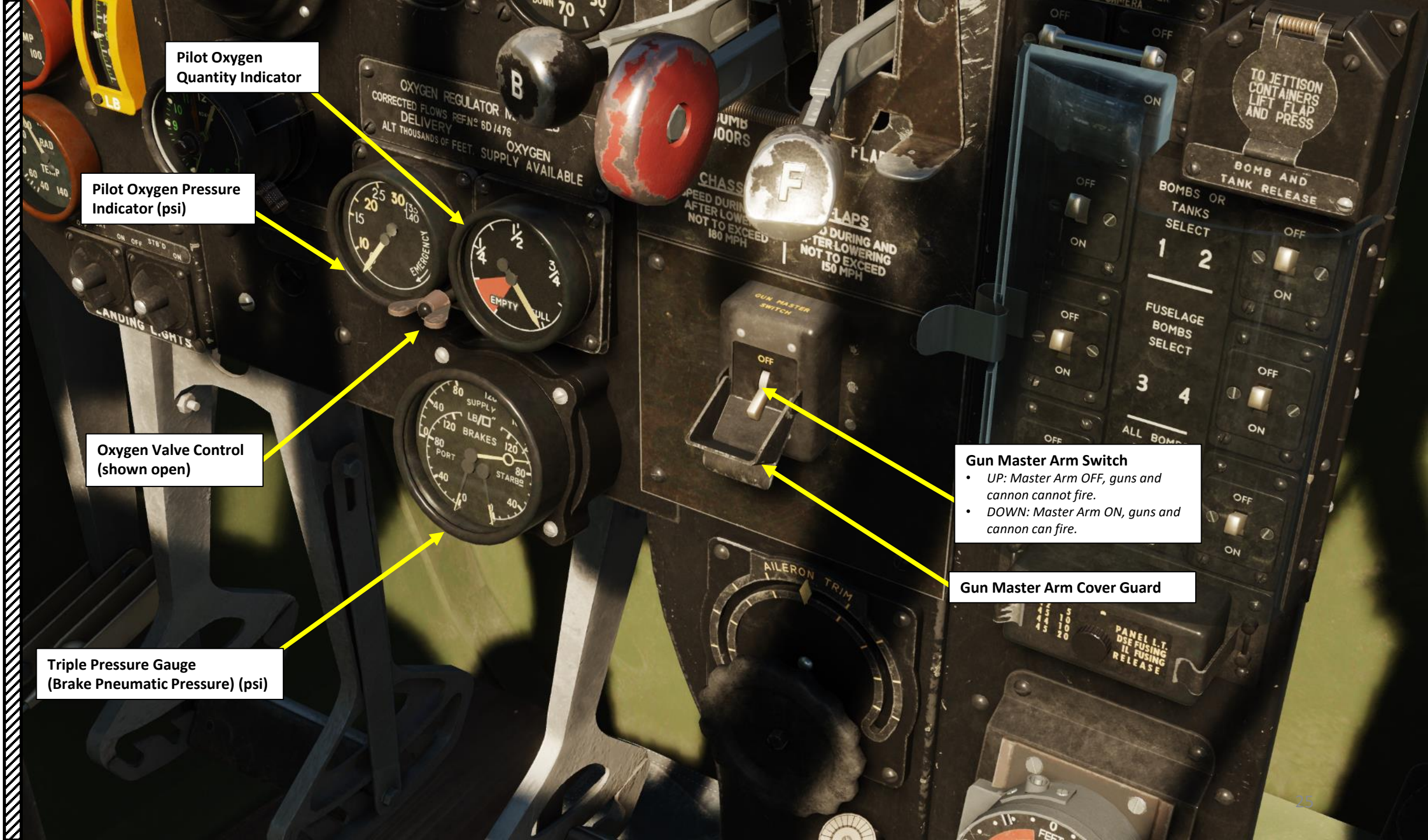
Landing Gear Control Lever Safety Catch
- *Shown locked. Prevents the landing gear lever from going to the UP position in order to prevent inadvertent landing gear detraction when the aircraft is on the ground.*

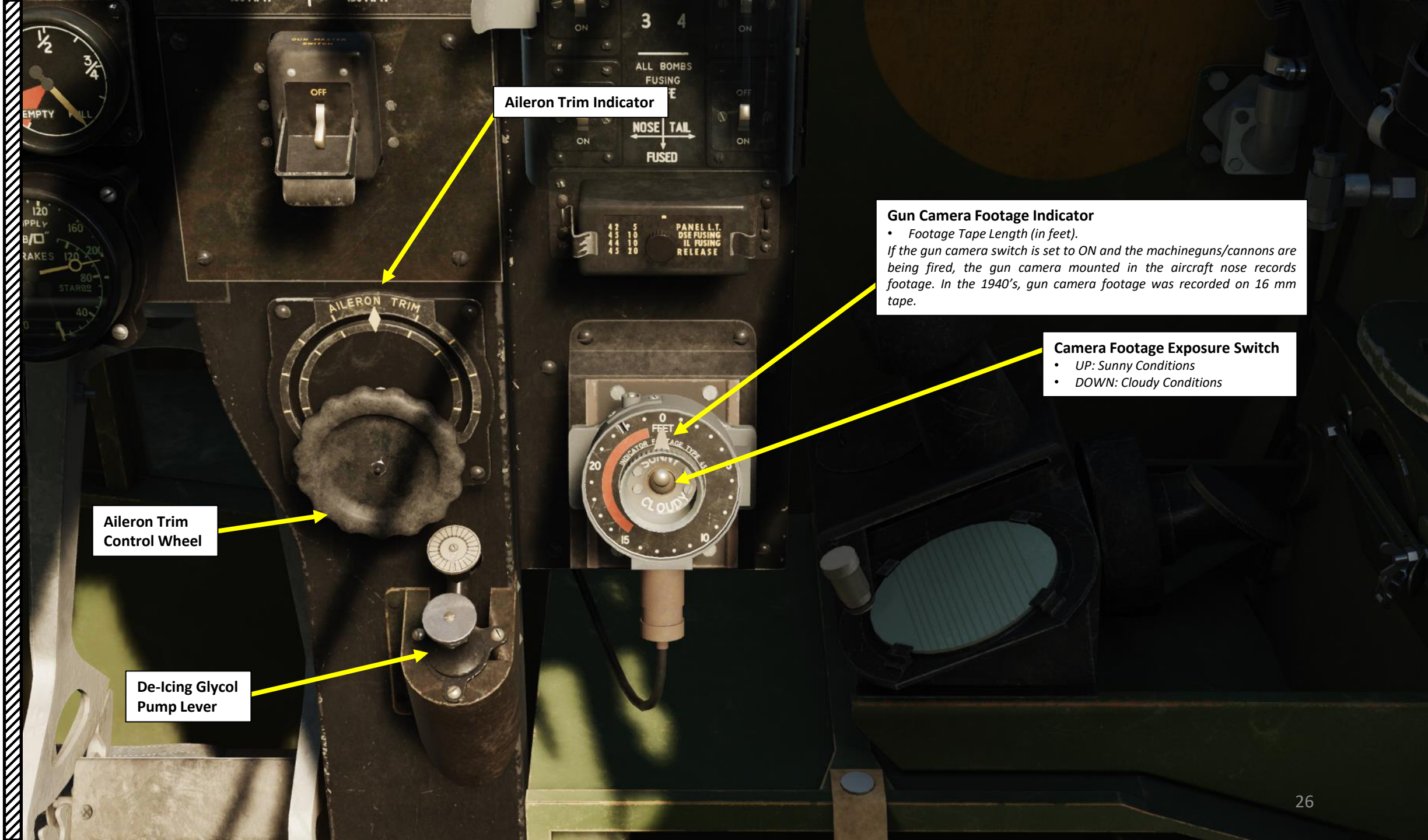
Flaps Control Lever Safety Catch
- *Shown locked. Prevents the flap lever from going to the DOWN position in order to prevent inadvertent flap deployment during flight at high speeds.*

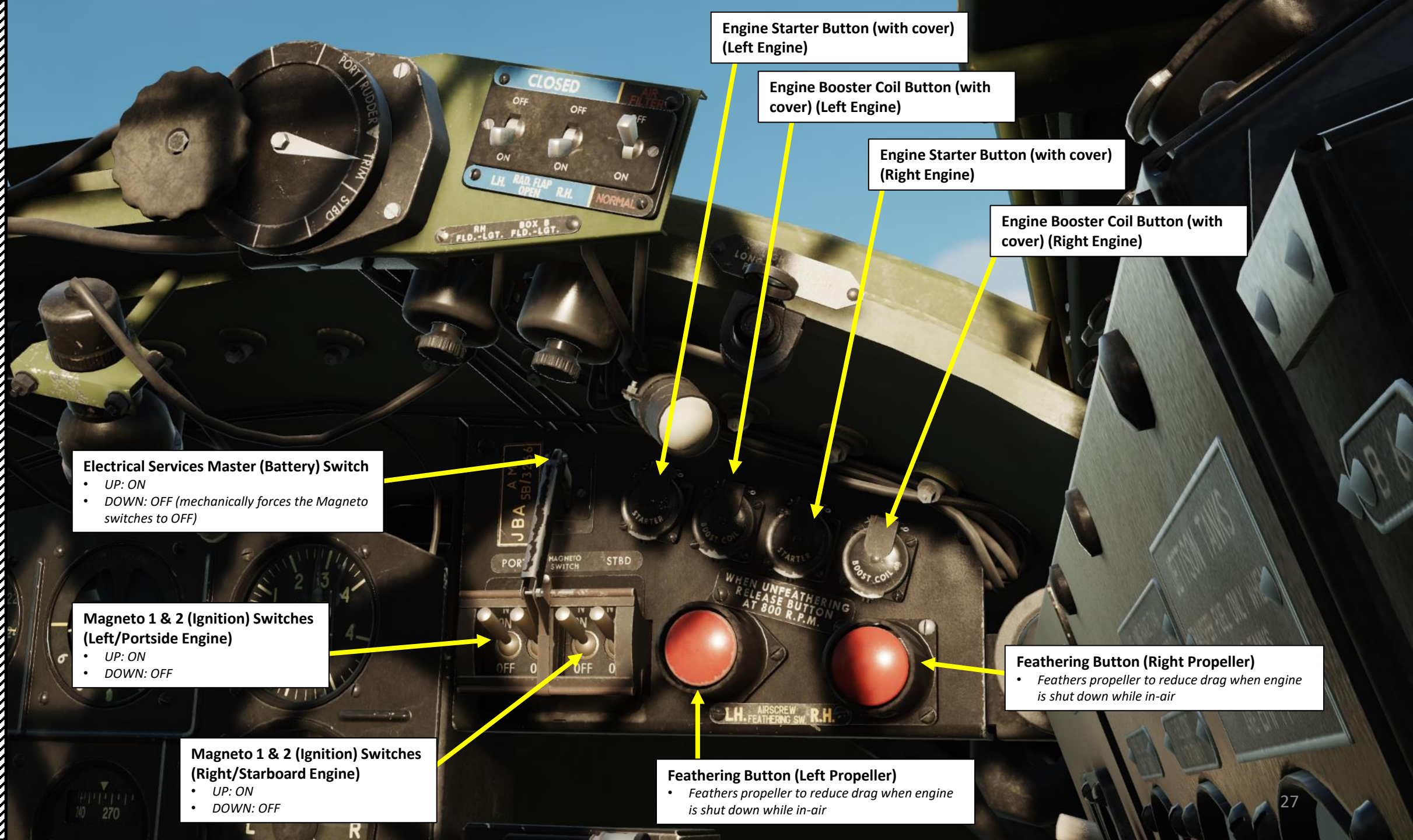
Flaps Selector Lever
- *UP: Flaps Retracted*
- *MIDDLE: Neutral (flaps stay in current position)*
- *DOWN: Flaps Deployed*

Landing Gear (Undercarriage) Control Lever
- *UP: Gear Up*
- *MIDDLE: Gear Neutral (landing gear stays in current position)*
- *DOWN: Gear Down*

Bomb Doors Selector
- *UP: Bomb Doors Closed*
- *DOWN: Bomb Doors Open*


Pilot Oxygen Quantity Indicator
Pilot Oxygen Pressure Indicator (psi)
Oxygen Valve Control (shown open)
Triple Pressure Gauge (Brake Pneumatic Pressure) (psi)
Gun Master Arm Switch
• UP: Master Arm OFF, guns and cannon cannot fire.
• DOWN: Master Arm ON, guns and cannon can fire.
Gun Master Arm Cover Guard
OXYGEN REGULATOR
EMERGENCY
EMPTY
FULL
BRAKES
SUPPLY
PORT
STARBD
GUN MASTER SWITCH
AILERON TRIM
BOMB AND TANK RELEASE
TO JETTISON CONTAINERS LIFT FLAP AND PRESS
BOMBS OR TANKS SELECT
FUSELAGE BOMBS SELECT
LANDING LIGHTS


Aileron Trim Indicator
Gun Camera Footage Indicator
• Footage Tape Length (in feet).
If the gun camera switch is set to ON and the machineguns/cannons are being fired, the gun camera mounted in the aircraft nose records footage. In the 1940's, gun camera footage was recorded on 16 mm tape.
Camera Footage Exposure Switch
• UP: Sunny Conditions
• DOWN: Cloudy Conditions
Aileron Trim Control Wheel
De-Icing Glycol Pump Lever
AILERON TRIM
ALL BOMBS FUSING
NOSE TAIL
FUSED
PANEL L.T.
OFF
ON
0 FEET
SUNNY
CLOUDY



Engine Starter Button (with cover) (Left Engine)

Engine Booster Coil Button (with cover) (Left Engine)

Engine Starter Button (with cover) (Right Engine)

Engine Booster Coil Button (with cover) (Right Engine)

Electrical Services Master (Battery) Switch
- *UP: ON*
- *DOWN: OFF (mechanically forces the Magneto switches to OFF)*

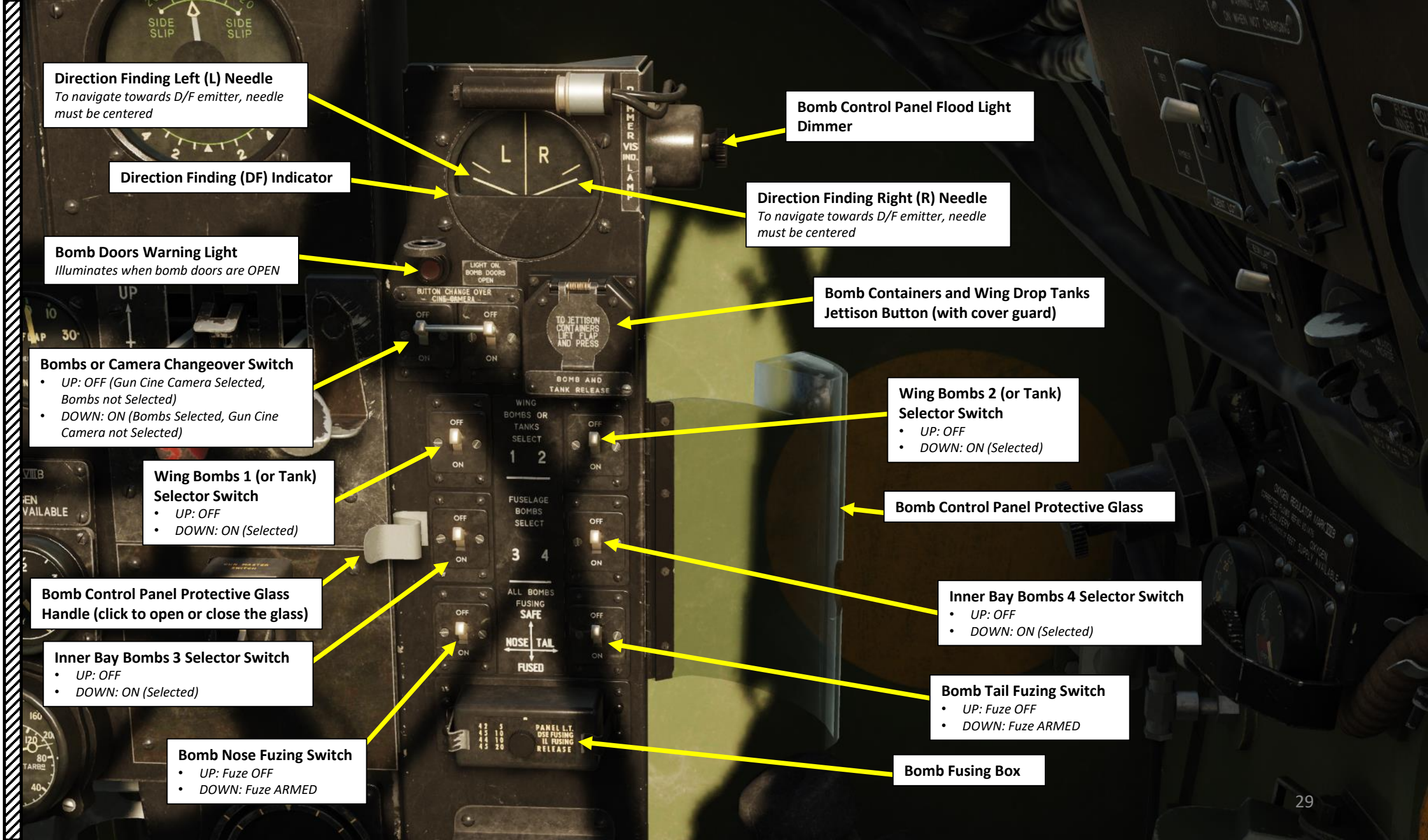
Magneto 1 & 2 (Ignition) Switches (Left/Portside Engine)
- *UP: ON*
- *DOWN: OFF*

Magneto 1 & 2 (Ignition) Switches (Right/Starboard Engine)
- *UP: ON*
- *DOWN: OFF*

Feathering Button (Left Propeller)
- *Feathers propeller to reduce drag when engine is shut down while in-air*

Feathering Button (Right Propeller)
- *Feathers propeller to reduce drag when engine is shut down while in-air*


Gasper Fan Ventilation Outlet



Direction Finding Left (L) Needle
To navigate towards D/F emitter, needle must be centered

Direction Finding (DF) Indicator

Bomb Doors Warning Light
Illuminates when bomb doors are OPEN

Bombs or Camera Changeover Switch
- *UP: OFF (Gun Cine Camera Selected, Bombs not Selected)*
- *DOWN: ON (Bombs Selected, Gun Cine Camera not Selected)*

Wing Bombs 1 (or Tank) Selector Switch
- *UP: OFF*
- *DOWN: ON (Selected)*

Bomb Control Panel Protective Glass Handle (click to open or close the glass)

Inner Bay Bombs 3 Selector Switch
- *UP: OFF*
- *DOWN: ON (Selected)*

Bomb Nose Fuzing Switch
- *UP: Fuze OFF*
- *DOWN: Fuze ARMED*

Bomb Control Panel Flood Light Dimmer

Direction Finding Right (R) Needle
To navigate towards D/F emitter, needle must be centered

Bomb Containers and Wing Drop Tanks Jettison Button (with cover guard)

Wing Bombs 2 (or Tank) Selector Switch
- *UP: OFF*
- *DOWN: ON (Selected)*

Bomb Control Panel Protective Glass

Inner Bay Bombs 4 Selector Switch
- *UP: OFF*
- *DOWN: ON (Selected)*

Bomb Tail Fuzing Switch
- *UP: Fuze OFF*
- *DOWN: Fuze ARMED*

Bomb Fusing Box

PART 3 – COCKPIT & EQUIPMENT

Drift Scale

A drift meter consists of a small telescope extended vertically through the bottom of the aircraft with the eyepiece inside the fuselage at the navigator's station. A reticle, normally consisting of spaced parallel lines, is rotated until objects on the ground are seen to be moving parallel to the vertical lines. The angle of the reticle then indicates the aircraft's drift angle due to winds aloft. It is also used to calculate the ground speed by measuring the time it takes for an object on the ground to pass from the upper to the lower horizontal line of the reticle.

Drift sights were used to estimate the sideways drift over the ground caused by crosswind. Calculating drift is important for both high level bombing and long distance navigation. This is particularly relevant for over water navigation due to the absence of ground references to obtain fixes.

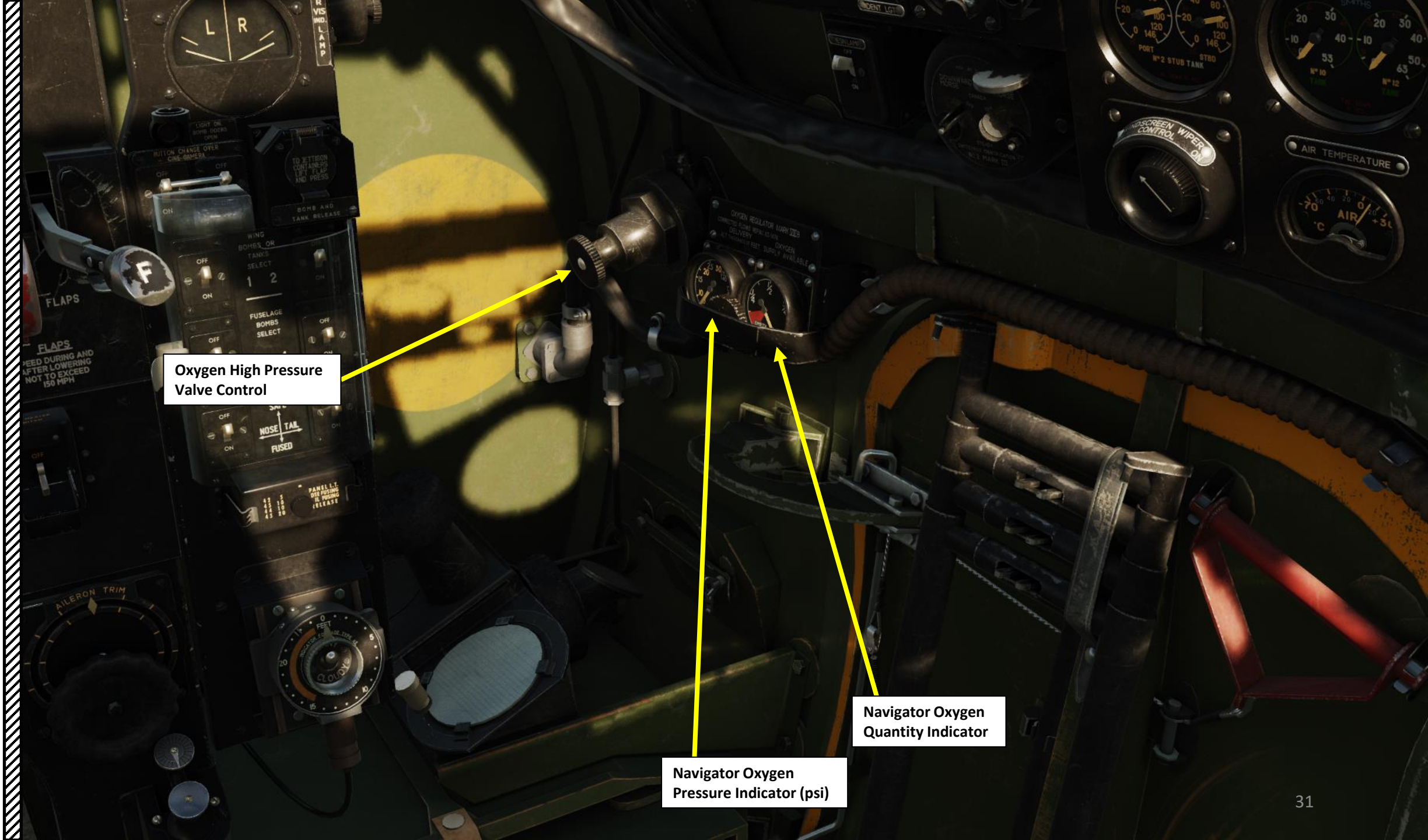
Feel free to consult this link for museum photos:
https://www.britmodeller.com/forums/index.php?/topic/235068711-mosquito-fbvi-drift-sight-questions/&do=findComment&comment=3597530

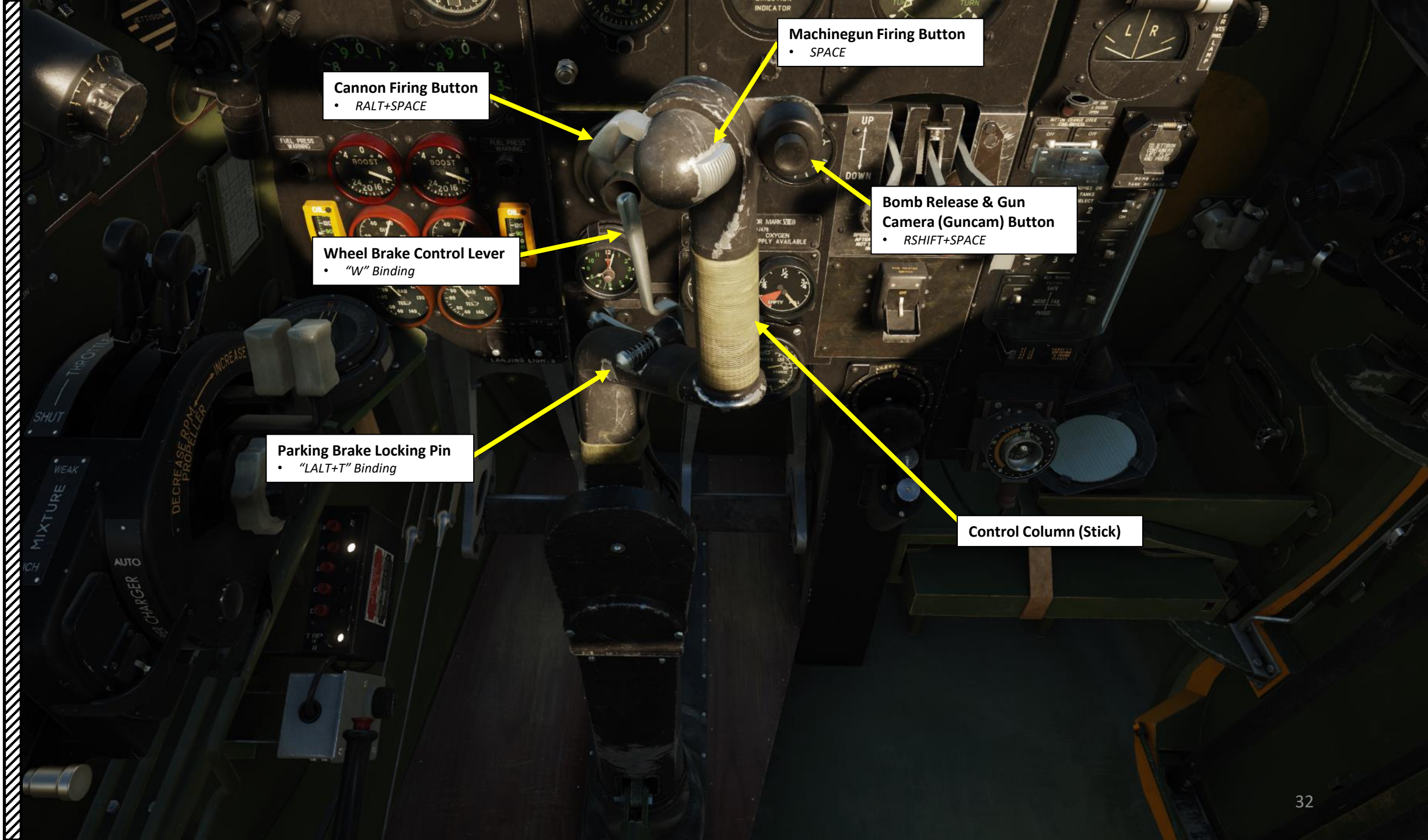
Periscopic Drift Sight

Stowed Position. When in use, the sight is slid to the right so that the periscope head is outside the aircraft looking down.

Periscope Head Access Door

Drift Recorder

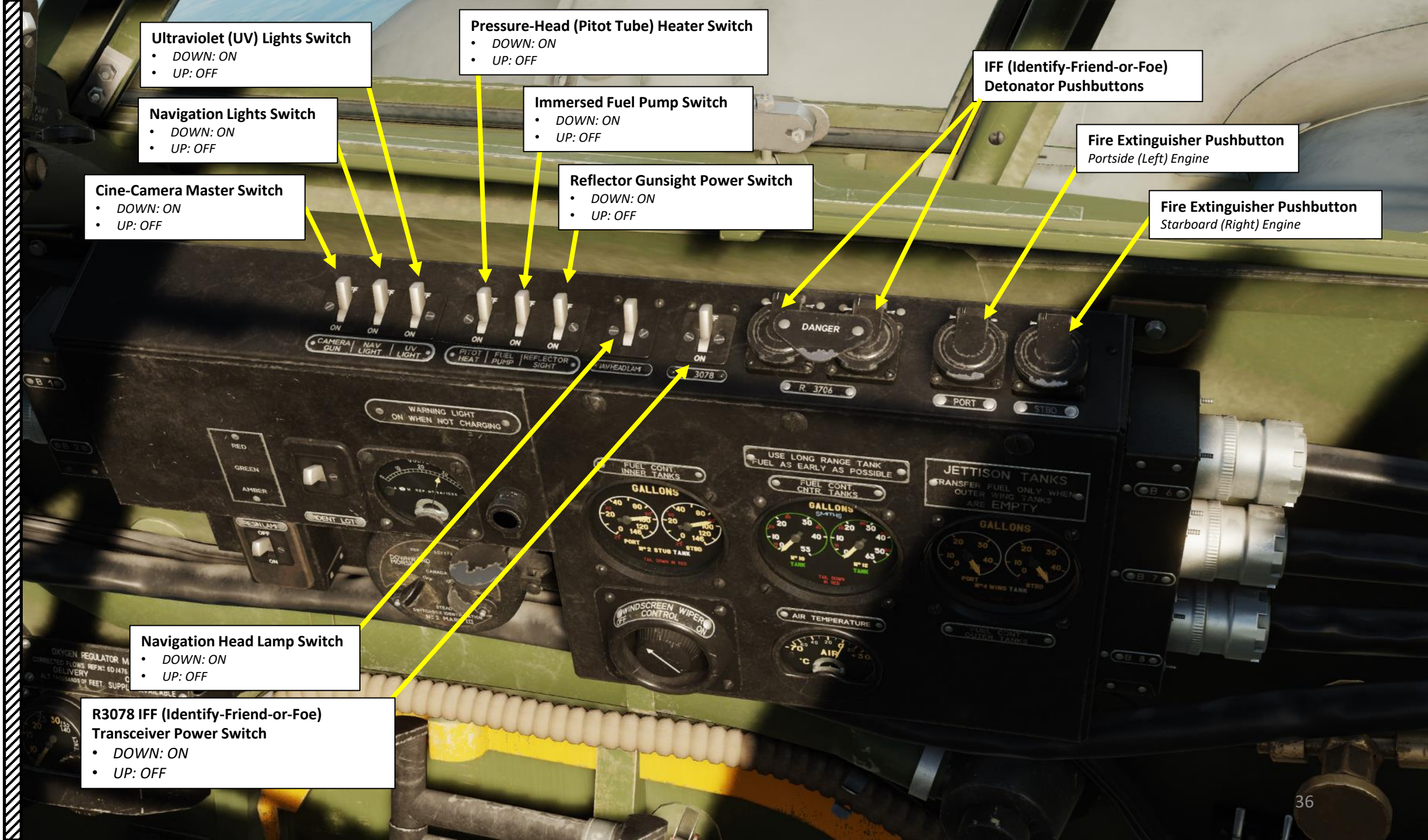

Oxygen High Pressure Valve Control
Navigator Oxygen Pressure Indicator (psi)
Navigator Oxygen Quantity Indicator


Machinegun Firing Button
• SPACE
Cannon Firing Button
• RALT+SPACE
Bomb Release & Gun Camera (Guncam) Button
• RSHIFT+SPACE
Wheel Brake Control Lever
• "W" Binding
Parking Brake Locking Pin
• "LALT+T" Binding
Control Column (Stick)


Rudder Pedals


Right Window Lock

PART 3 – COCKPIT & EQUIPMENT


Ultraviolet (UV) Lights Switch
• DOWN: ON
• UP: OFF
Navigation Lights Switch
• DOWN: ON
• UP: OFF
Cine-Camera Master Switch
• DOWN: ON
• UP: OFF
Pressure-Head (Pitot Tube) Heater Switch
• DOWN: ON
• UP: OFF
Immersed Fuel Pump Switch
• DOWN: ON
• UP: OFF
Reflector Gunsight Power Switch
• DOWN: ON
• UP: OFF
IFF (Identify-Friend-or-Foe) Detonator Pushbuttons
Fire Extinguisher Pushbutton
Portside (Left) Engine
Fire Extinguisher Pushbutton
Starboard (Right) Engine
Navigation Head Lamp Switch
• DOWN: ON
• UP: OFF
R3078 IFF (Identify-Friend-or-Foe) Transceiver Power Switch
• DOWN: ON
• UP: OFF
CAMERA GUN
NAV LIGHT
UV LIGHT
PITOT HEAT
FUEL PUMP
REFLECTOR SIGHT
NAVHEADLAM
3078
DANGER
R 3706
PORT
STBD
WARNING LIGHT ON WHEN NOT CHARGING
IDENT LGT
FUEL CONT. INNER TANKS
GALLONS
USE LONG RANGE TANK FUEL AS EARLY AS POSSIBLE
FUEL CONT. OUTER TANKS
JETTISON TANKS
TRANSFER FUEL ONLY WHEN OUTER WING TANKS ARE EMPTY
WINDSCREEN WIPER
AIR TEMPERATURE

Identification Lights Color Selector Switch
- *UP: Red*
- *MIDDLE: Green*
- *DOWN: Amber*

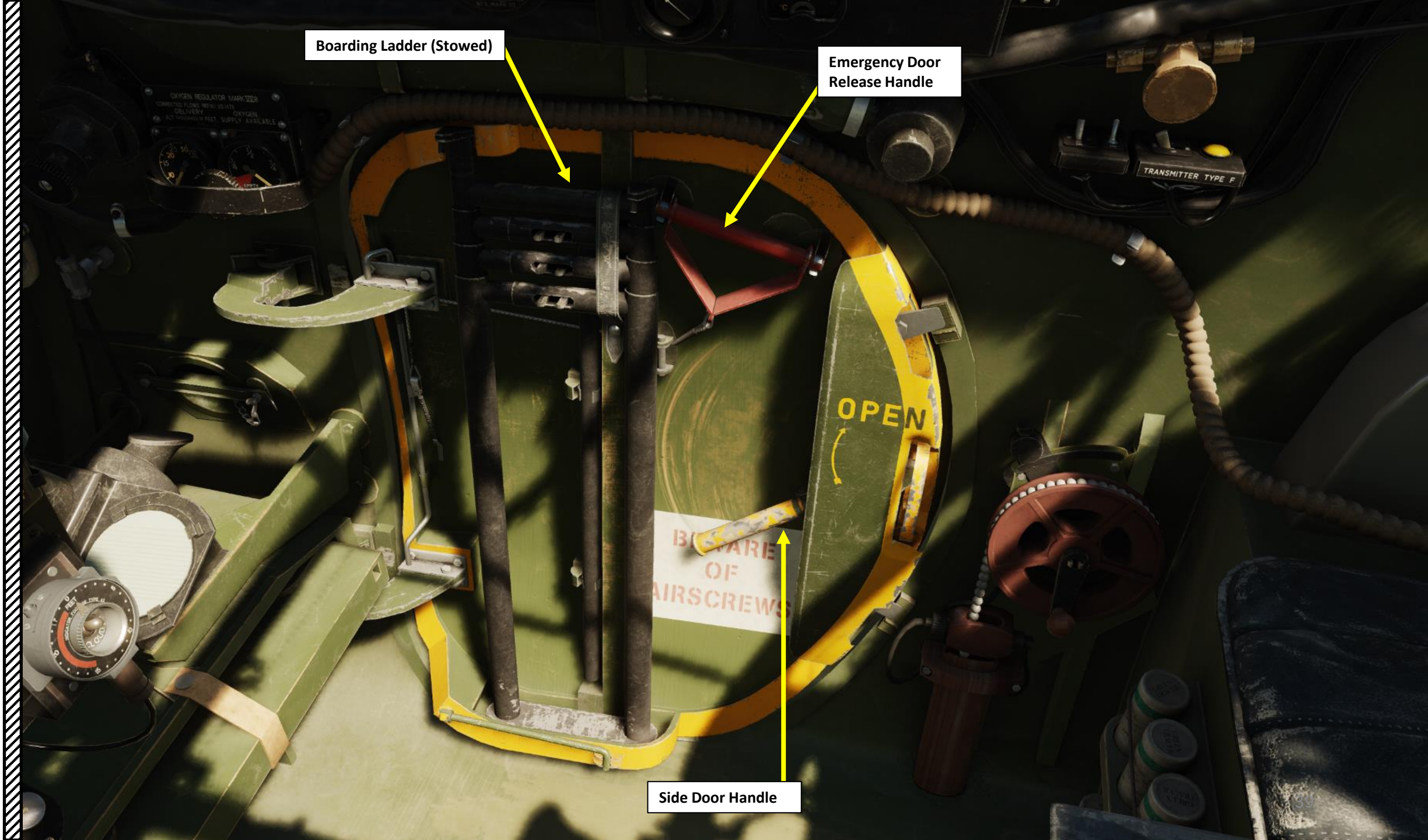
RESIN (Restricted Intensity) Lamps Switch
- *UP: OFF*
- *DOWN: ON*

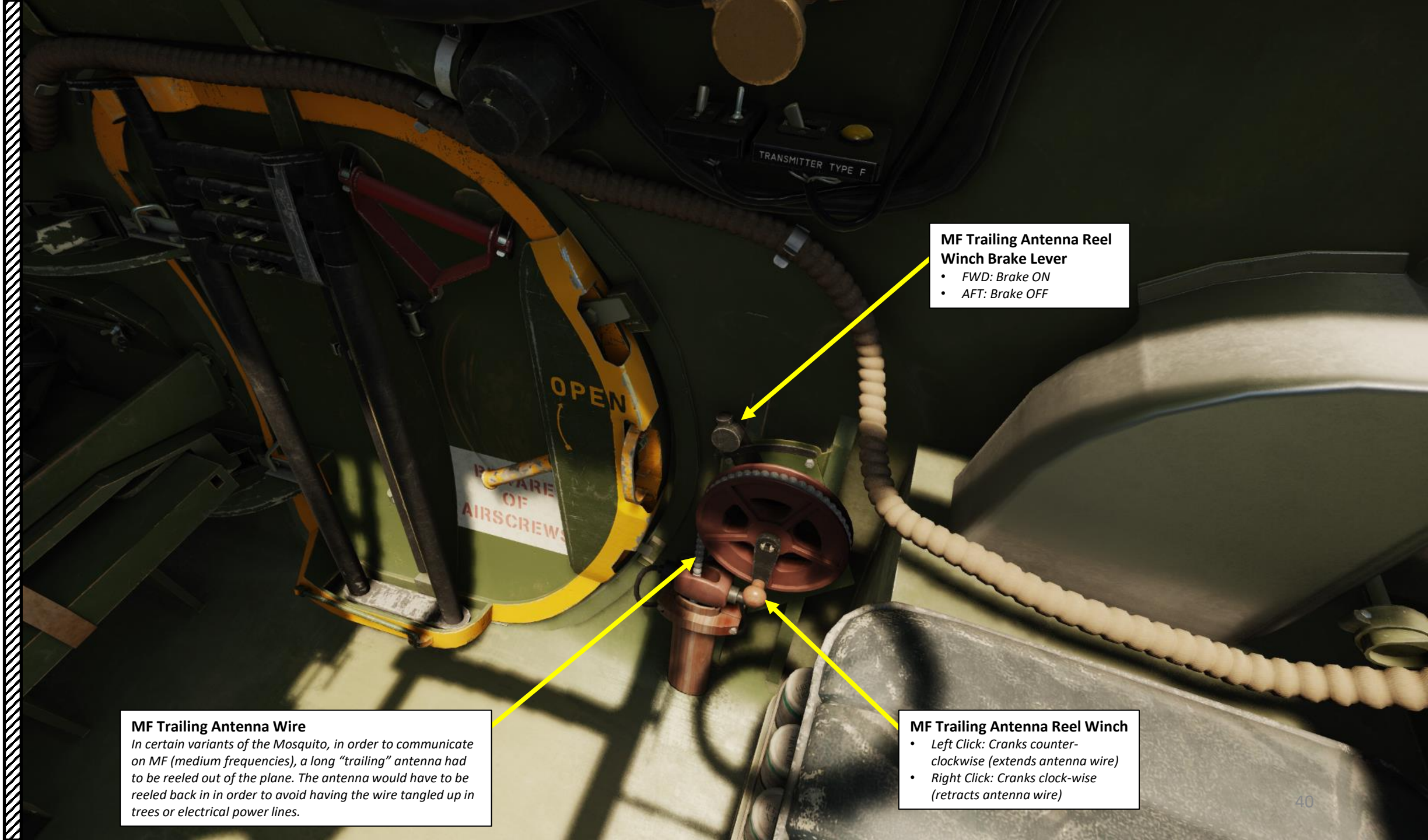
Lower Identification (Air Recognition) Light Control Switch
- *STEADY (AFT) – Constantly illuminates*
- *OFF (MID)*
- *MORSE (FWD) – Illuminates when Morse switch is pressed*

Upper Identification (Air Recognition) Light Control Switch
(Not Functional in the Mosquito)

Identification Light Morse switch
Used to toggle identification lights to send morse signals


Voltmeter (Volts)
Generator Warning Light
Illuminated when generator is not charging
Fuel Contents Gauges (Center Fuel Tank and Long-Range Tank if fitted) (Imperial Gallons)
Fuel Contents Gauges (Inner Wing Fuel Tanks) (Imperial Gallons)
Fuel Contents Gauges (Outer Wing Fuel Tanks) (Imperial Gallons)
Windscreen Wiper Rheostat
• Clockwise: Wipers Operating
• Counter-Clockwise: Wipers Stopped
Outside Air Temperature Indicator (deg C)
WARNING LIGHT ON WHEN NOT CHARGING
VOLTS
IDENT LGT
FUEL CONT. INNER TANKS
GALLONS
PORT
STBD
USE LONG RANGE TANK FUEL AS EARLY AS POSSIBLE
FUEL CONT. CNTR. TANKS
JETTISON TANKS
TRANSFER FUEL ONLY WHEN OUTER WING TANKS ARE EMPTY
FUEL CONT. OUTER TANKS
WINDSCREEN WIPER CONTROL
AIR TEMPERATURE
AIR
DANGER


Boarding Ladder (Stowed)
Emergency Door Release Handle
Side Door Handle
OPEN
TRANSMITTER TYPE F

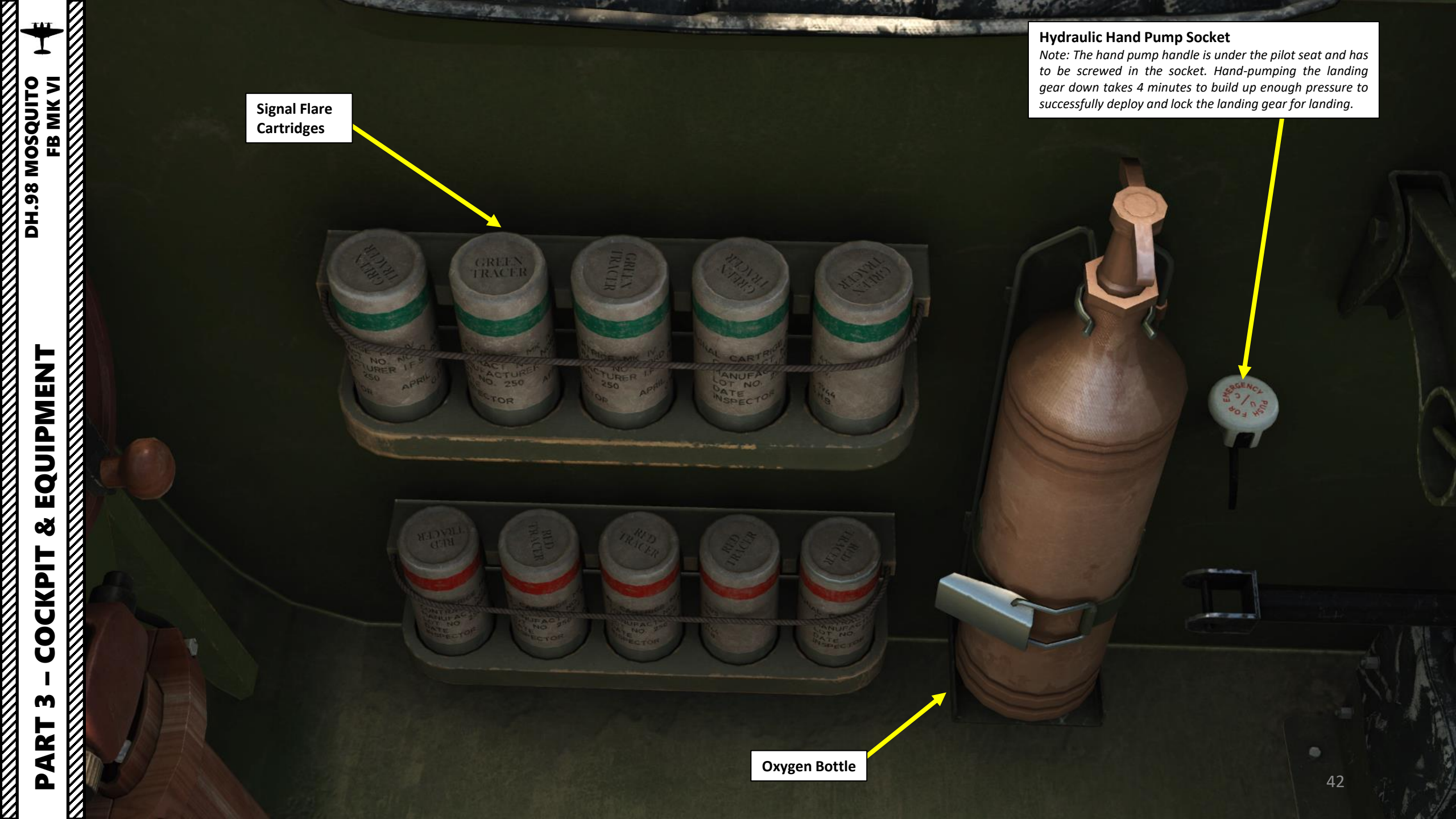


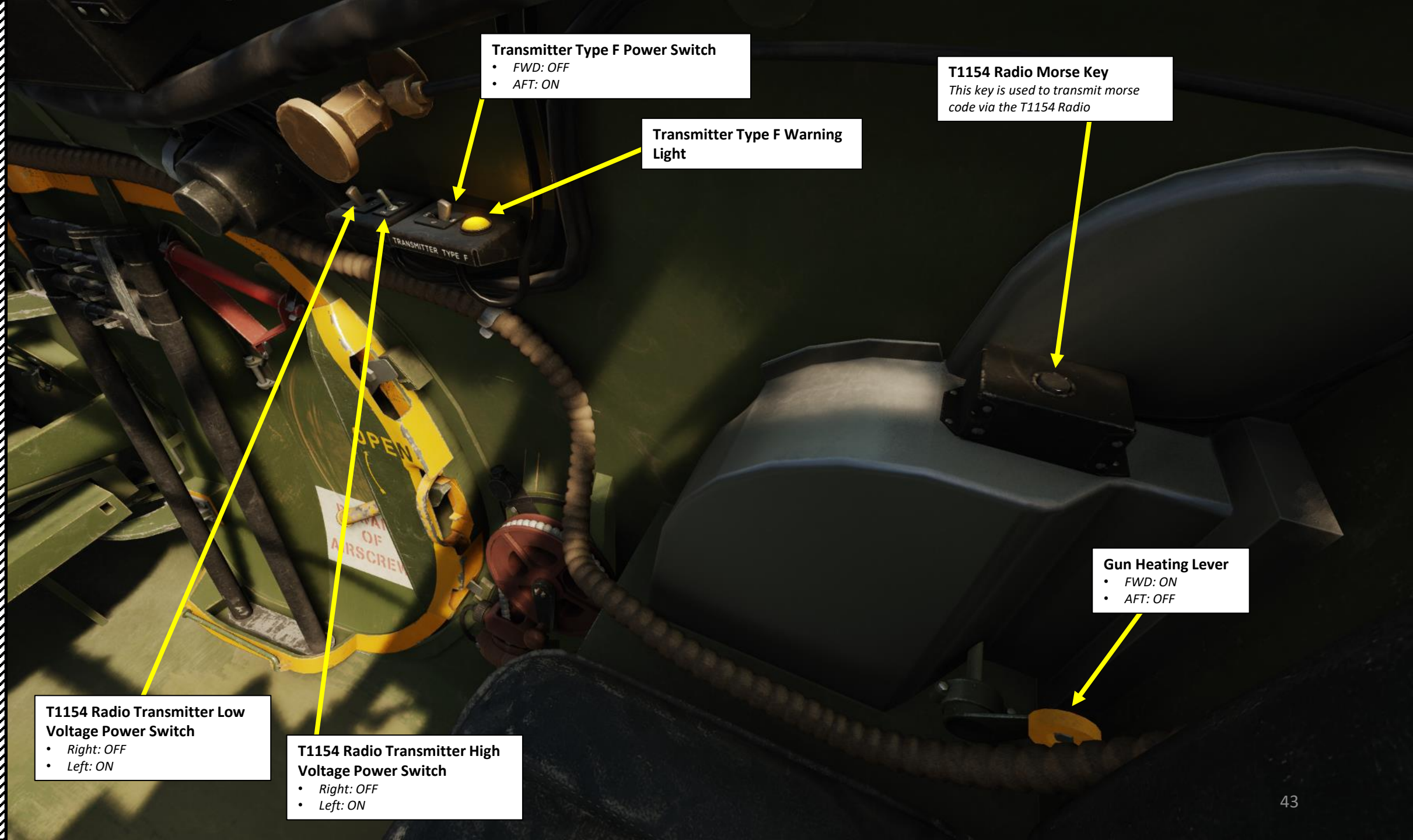
MF Trailing Antenna Reel Winch Brake Lever
- *FWD: Brake ON*
- *AFT: Brake OFF*

MF Trailing Antenna Wire
In certain variants of the Mosquito, in order to communicate on MF (medium frequencies), a long "trailing" antenna had to be reeled out of the plane. The antenna would have to be reeled back in in order to avoid having the wire tangled up in trees or electrical power lines.

MF Trailing Antenna Reel Winch
- *Left Click: Cranks counter-clockwise (extends antenna wire)*
- *Right Click: Cranks clock-wise (retracts antenna wire)*

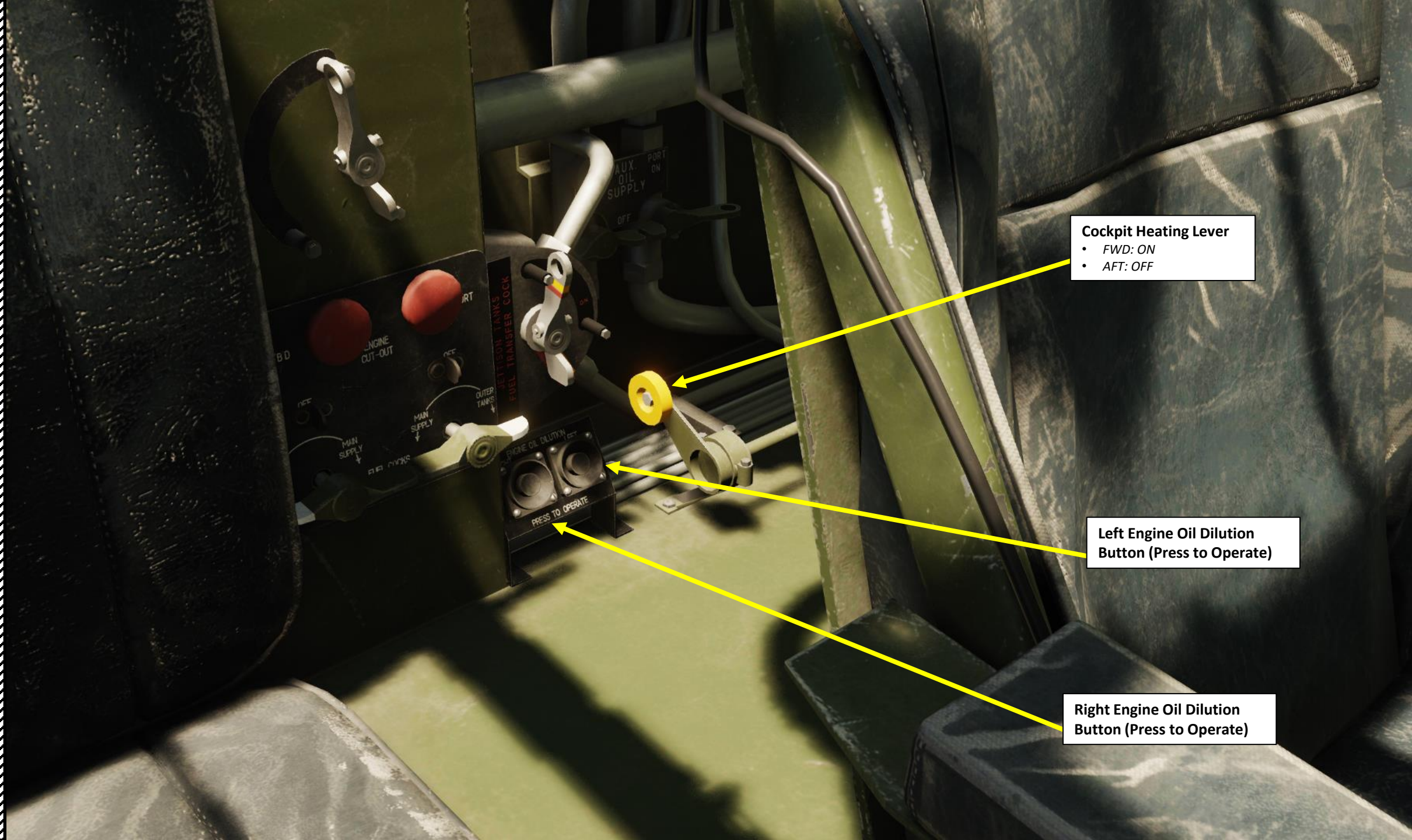

OPEN
TEMPERATURE
FUEL CONT. OUTER TANKS
TRANSMITTER TYPE 1

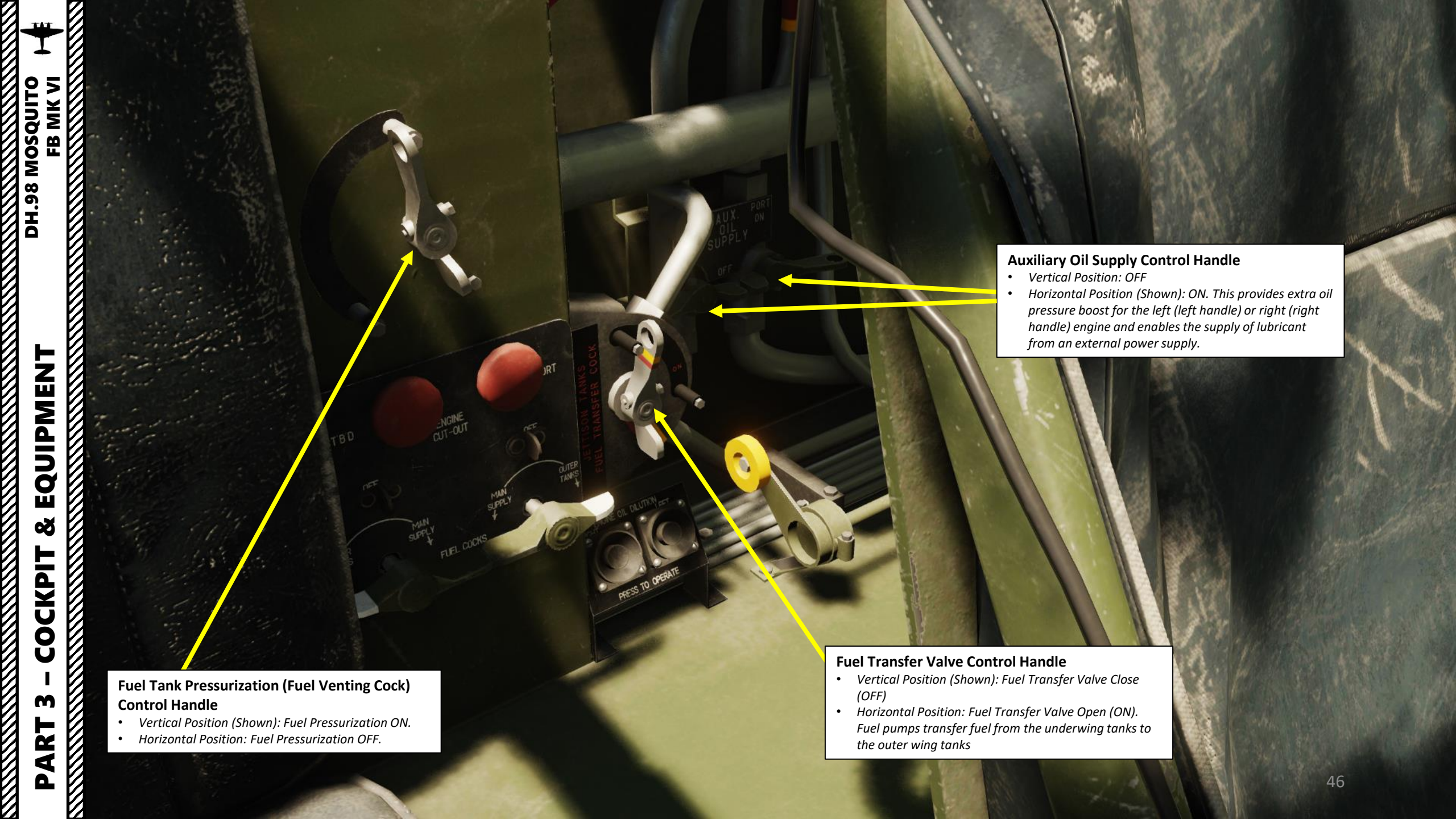

Signal Flare Cartridges
Hydraulic Hand Pump Socket
Note: The hand pump handle is under the pilot seat and has to be screwed in the socket. Hand-pumping the landing gear down takes 4 minutes to build up enough pressure to successfully deploy and lock the landing gear for landing.
Oxygen Bottle


Transmitter Type F Power Switch
• FWD: OFF
• AFT: ON
Transmitter Type F Warning Light
T1154 Radio Morse Key
This key is used to transmit morse code via the T1154 Radio
Gun Heating Lever
• FWD: ON
• AFT: OFF
T1154 Radio Transmitter Low Voltage Power Switch
• Right: OFF
• Left: ON
T1154 Radio Transmitter High Voltage Power Switch
• Right: OFF
• Left: ON


DECREASE RPM PROPELLER
INC
NOSE DOWN
NOSE UP
TRIM
TAIL

PART 3 – COCKPIT & EQUIPMENT





Auxiliary Oil Supply Control Handle

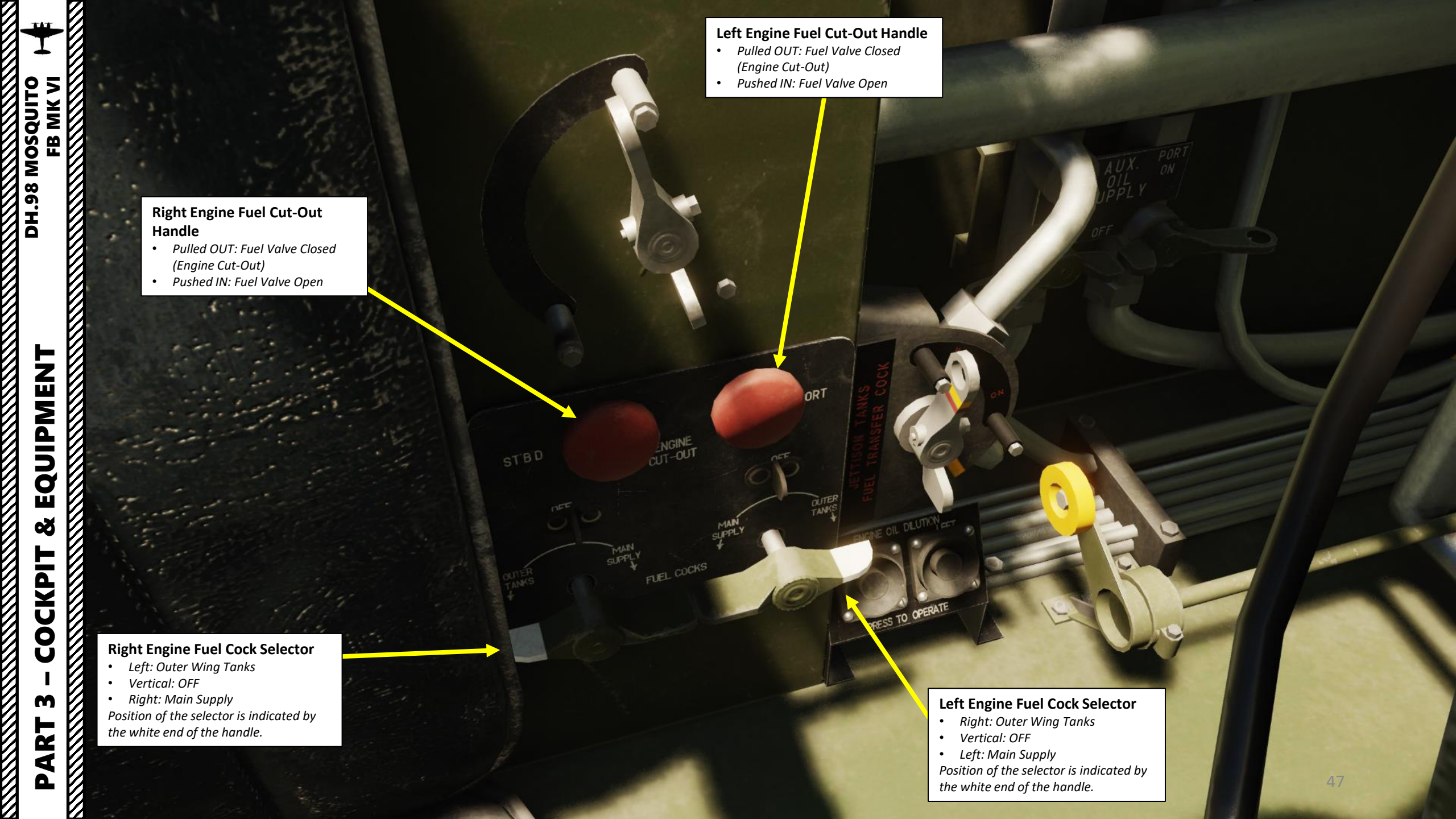
- *Vertical Position: OFF*
- *Horizontal Position (Shown): ON. This provides extra oil pressure boost for the left (left handle) or right (right handle) engine and enables the supply of lubricant from an external power supply.*

Fuel Tank Pressurization (Fuel Venting Cock) Control Handle

- *Vertical Position (Shown): Fuel Pressurization ON.*
- *Horizontal Position: Fuel Pressurization OFF.*

Fuel Transfer Valve Control Handle

- *Vertical Position (Shown): Fuel Transfer Valve Close (OFF)*
- *Horizontal Position: Fuel Transfer Valve Open (ON). Fuel pumps transfer fuel from the underwing tanks to the outer wing tanks*



Left Engine Fuel Cut-Out Handle
- *Pulled OUT: Fuel Valve Closed (Engine Cut-Out)*
- *Pushed IN: Fuel Valve Open*

Right Engine Fuel Cut-Out Handle
- *Pulled OUT: Fuel Valve Closed (Engine Cut-Out)*
- *Pushed IN: Fuel Valve Open*

Right Engine Fuel Cock Selector
- *Left: Outer Wing Tanks*
- *Vertical: OFF*
- *Right: Main Supply*

Position of the selector is indicated by the white end of the handle.

Left Engine Fuel Cock Selector
- *Right: Outer Wing Tanks*
- *Vertical: OFF*
- *Left: Main Supply*

Position of the selector is indicated by the white end of the handle.


Armored Headrest Handle
Click on handle to allow the navigator to access rear compartment.
Armored Headrest

PART 3 – COCKPIT & EQUIPMENT

PART 3 – COCKPIT & EQUIPMENT

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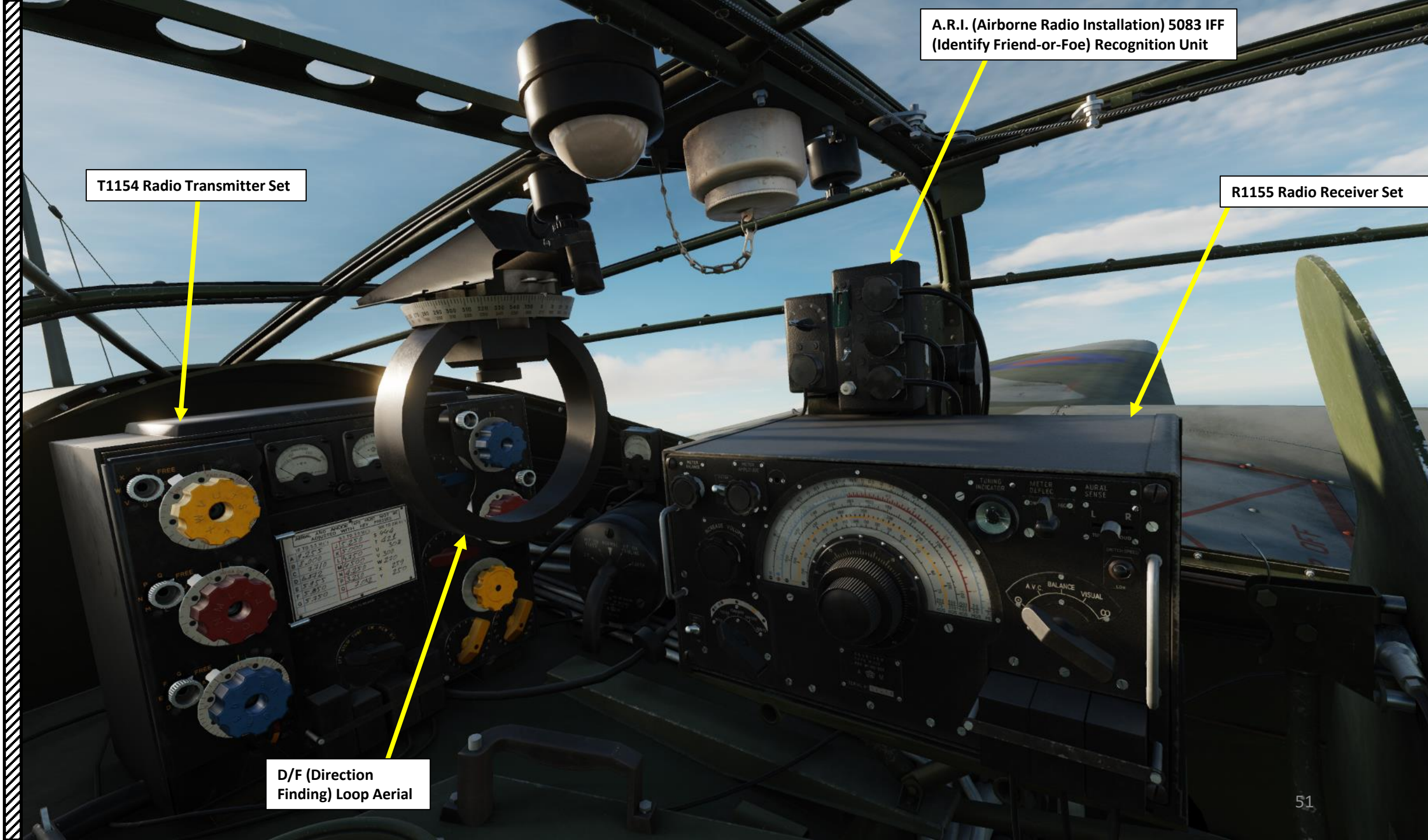
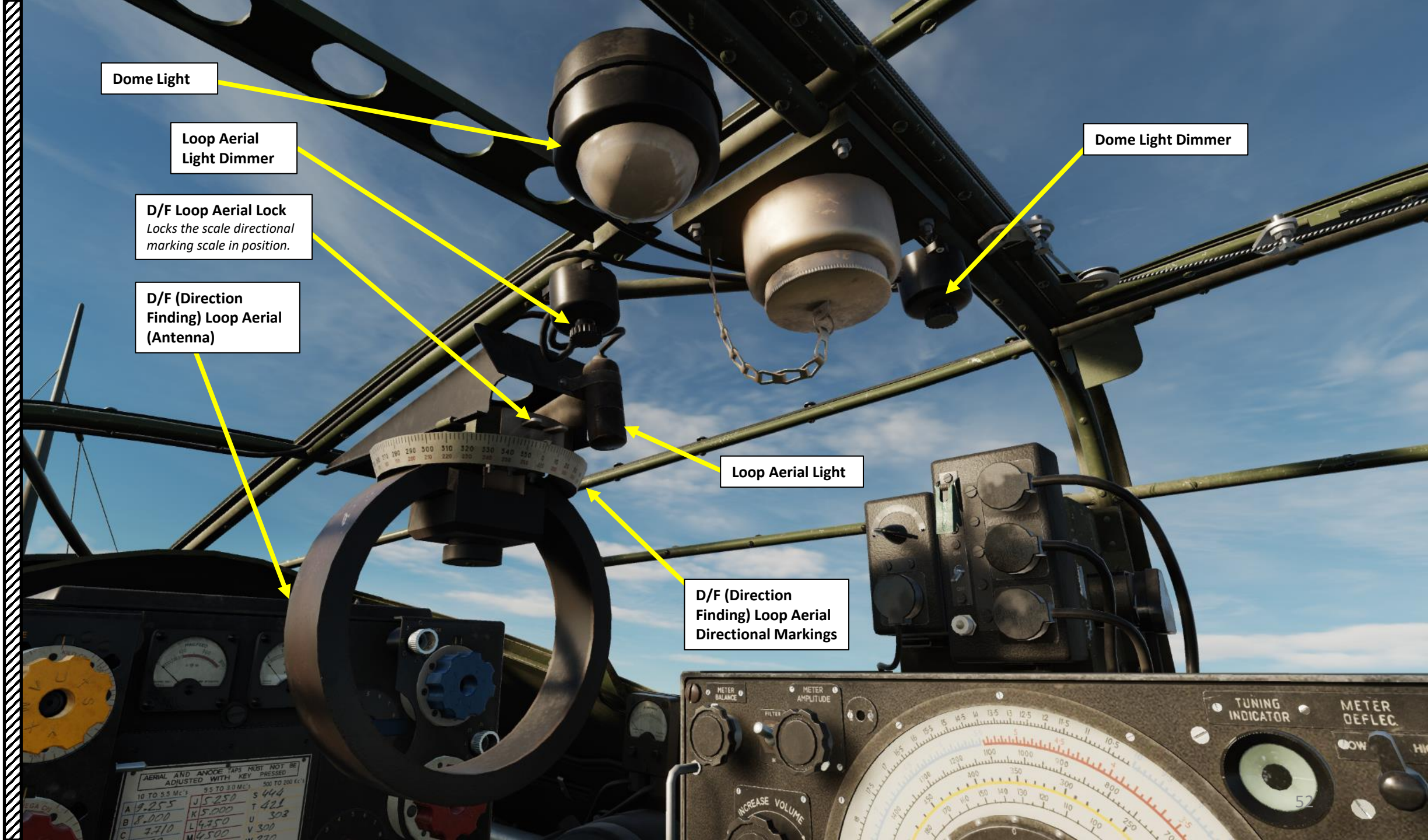
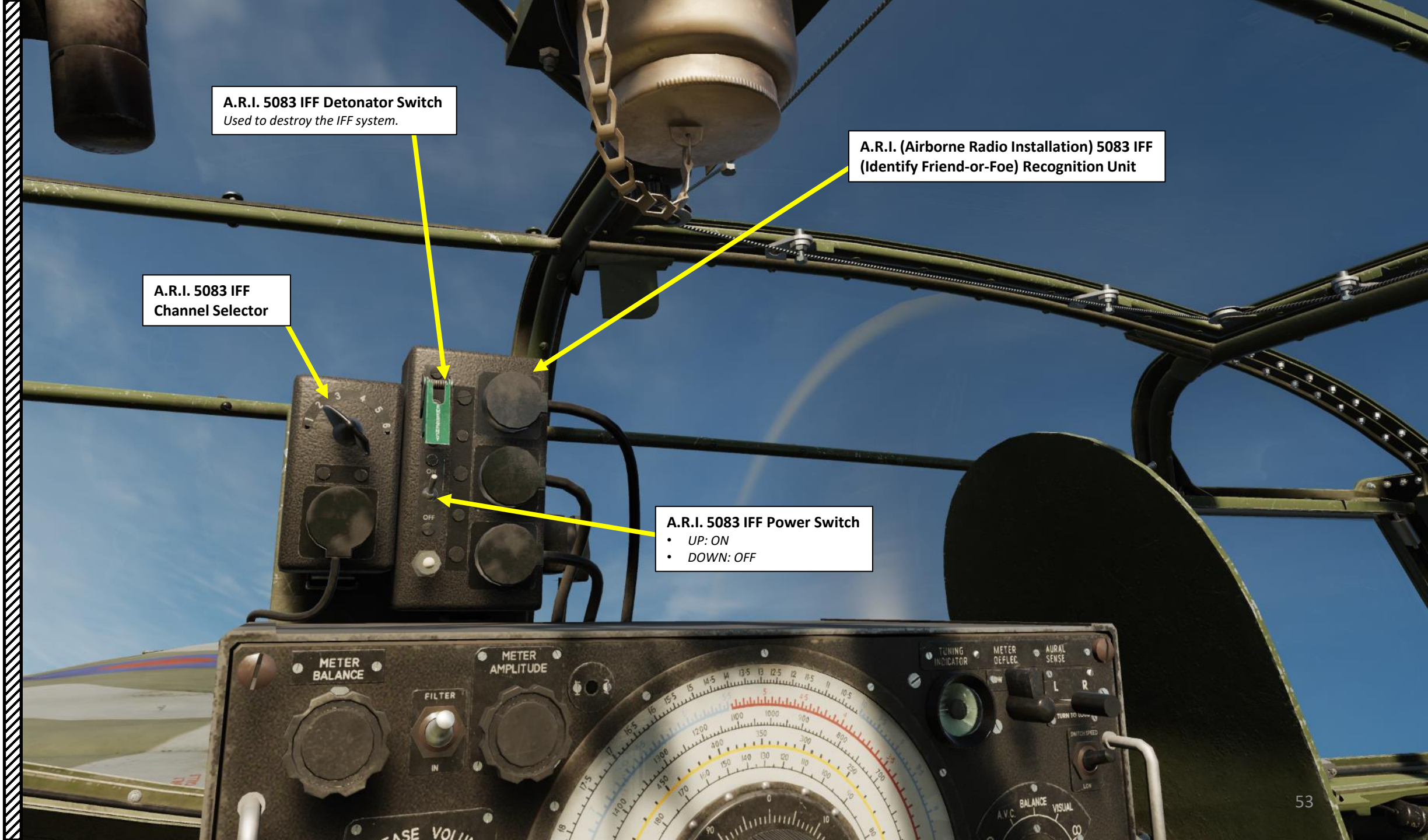
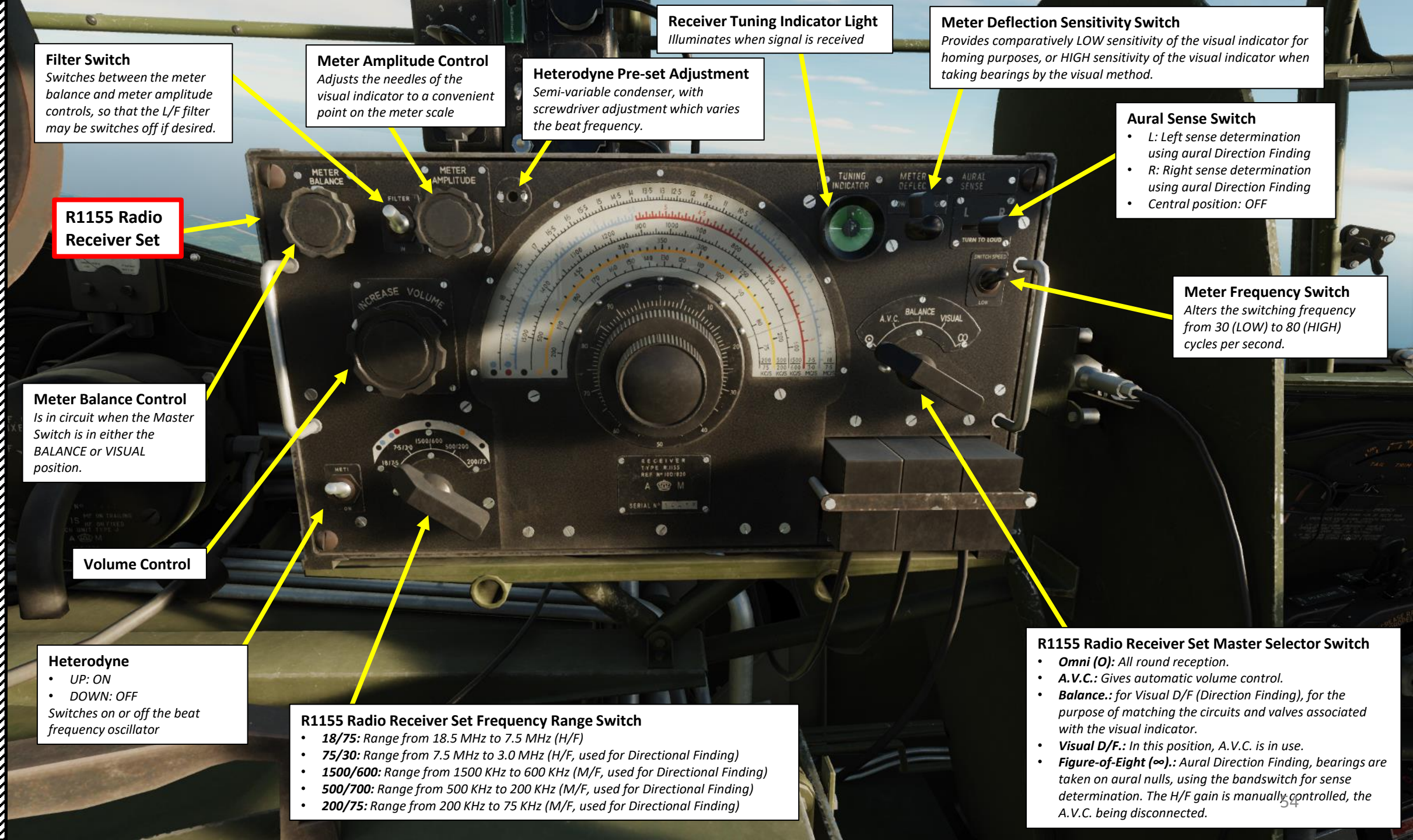



Dome Light
Loop Aerial Light Dimmer
D/F Loop Aerial Lock
Locks the scale directional marking scale in position.
D/F (Direction Finding) Loop Aerial (Antenna)
Dome Light Dimmer
Loop Aerial Light
D/F (Direction Finding) Loop Aerial Directional Markings
METER BALANCE
METER AMPLITUDE
FILTER
INCREASE VOLUME
TUNING INDICATOR
METER DEFLEC
AERIAL AND ANODE TAPS MUST NOT BE ADJUSTED WITH KEY PRESSED


A.R.I. 5083 IFF Detonator Switch
Used to destroy the IFF system.
A.R.I. (Airborne Radio Installation) 5083 IFF (Identify Friend-or-Foe) Recognition Unit
A.R.I. 5083 IFF Channel Selector
A.R.I. 5083 IFF Power Switch
• UP: ON
• DOWN: OFF
METER BALANCE
FILTER
IN
METER AMPLITUDE
TUNING INDICATOR
METER DEFLEC.
AURAL SENSE
L
R
BALANCE
VISUAL
A.V.C.



Filter Switch
Switches between the meter balance and meter amplitude controls, so that the L/F filter may be switches off if desired.

Meter Amplitude Control
Adjusts the needles of the visual indicator to a convenient point on the meter scale

Heterodyne Pre-set Adjustment
Semi-variable condenser, with screwdriver adjustment which varies the beat frequency.

Receiver Tuning Indicator Light
Illuminates when signal is received

Meter Deflection Sensitivity Switch
Provides comparatively LOW sensitivity of the visual indicator for homing purposes, or HIGH sensitivity of the visual indicator when taking bearings by the visual method.

Aural Sense Switch
- *L: Left sense determination using aural Direction Finding*
- *R: Right sense determination using aural Direction Finding*
- *Central position: OFF*

R1155 Radio Receiver Set

Meter Frequency Switch
Alters the switching frequency from 30 (LOW) to 80 (HIGH) cycles per second.

Meter Balance Control
Is in circuit when the Master Switch is in either the BALANCE or VISUAL position.

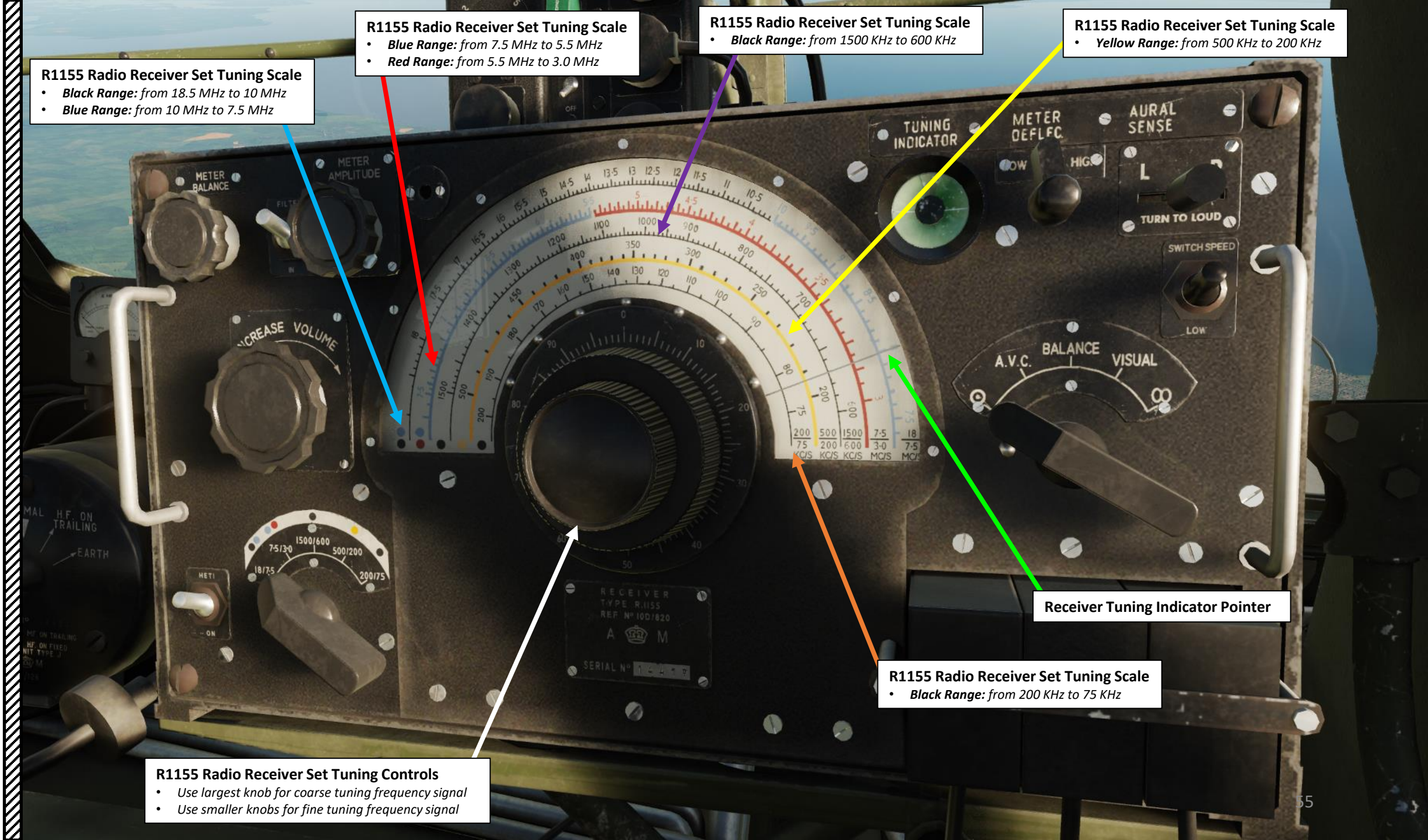
Volume Control

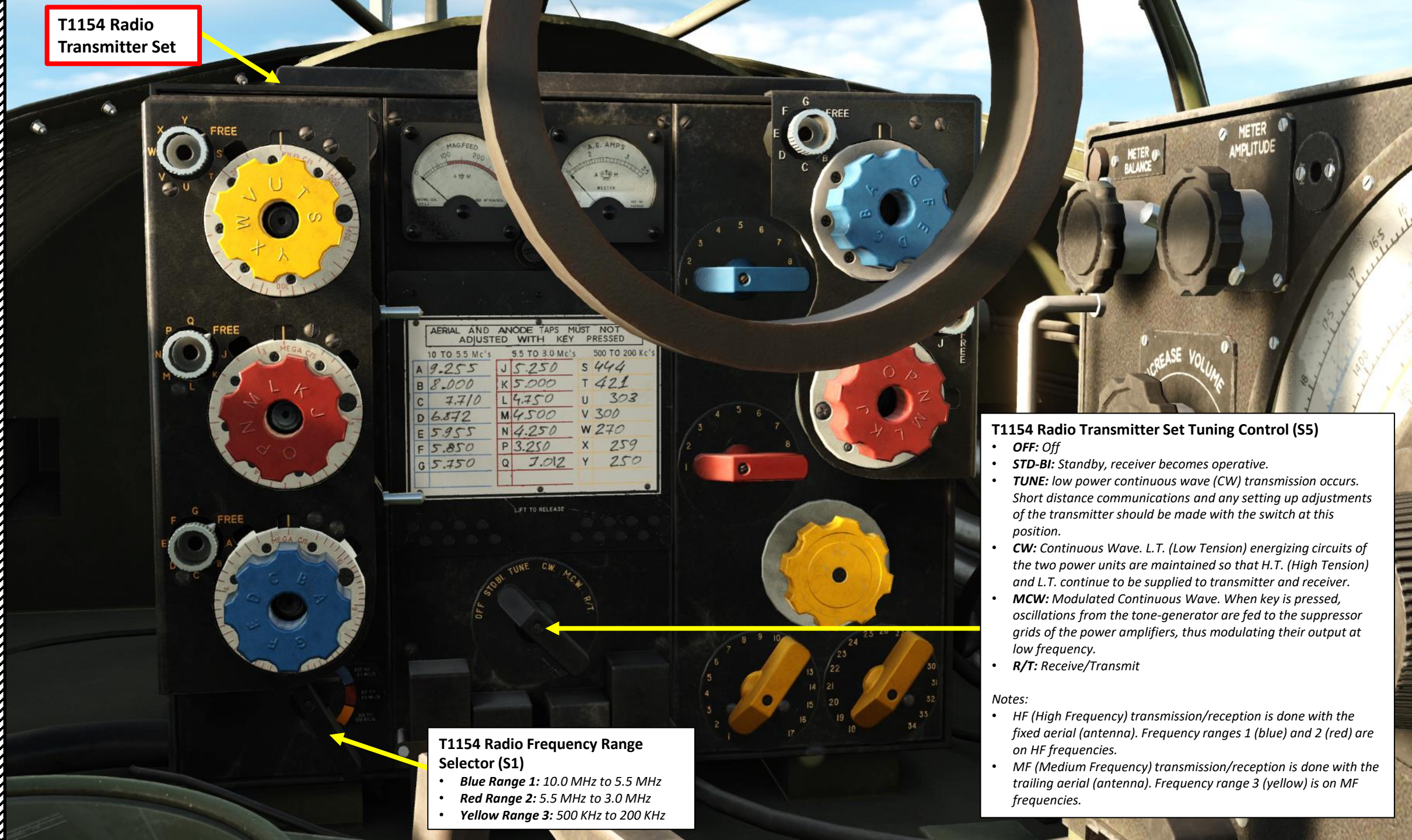
Heterodyne
- *UP: ON*
- *DOWN: OFF*

Switches on or off the beat frequency oscillator

R1155 Radio Receiver Set Frequency Range Switch
- ***18/75:*** *Range from 18.5 MHz to 7.5 MHz (H/F)*
- ***75/30:*** *Range from 7.5 MHz to 3.0 MHz (H/F, used for Directional Finding)*
- ***1500/600:*** *Range from 1500 KHz to 600 KHz (M/F, used for Directional Finding)*
- ***500/700:*** *Range from 500 KHz to 200 KHz (M/F, used for Directional Finding)*
- ***200/75:*** *Range from 200 KHz to 75 KHz (M/F, used for Directional Finding)*

R1155 Radio Receiver Set Master Selector Switch
- ***Omni (O):*** *All round reception.*
- ***A.V.C.:*** *Gives automatic volume control.*
- ***Balance.:*** *for Visual D/F (Direction Finding), for the purpose of matching the circuits and valves associated with the visual indicator.*
- ***Visual D/F.:*** *In this position, A.V.C. is in use.*
- ***Figure-of-Eight (∞).:*** *Aural Direction Finding, bearings are taken on aural nulls, using the bandswitch for sense determination. The H/F gain is manually controlled, the A.V.C. being disconnected.*


R1155 Radio Receiver Set Tuning Scale
• Black Range: from 18.5 MHz to 10 MHz
• Blue Range: from 10 MHz to 7.5 MHz
R1155 Radio Receiver Set Tuning Scale
• Blue Range: from 7.5 MHz to 5.5 MHz
• Red Range: from 5.5 MHz to 3.0 MHz
R1155 Radio Receiver Set Tuning Scale
• Black Range: from 1500 KHz to 600 KHz
R1155 Radio Receiver Set Tuning Scale
• Yellow Range: from 500 KHz to 200 KHz
Receiver Tuning Indicator Pointer
R1155 Radio Receiver Set Tuning Scale
• Black Range: from 200 KHz to 75 KHz
R1155 Radio Receiver Set Tuning Controls
• Use largest knob for coarse tuning frequency signal
• Use smaller knobs for fine tuning frequency signal
TUNING INDICATOR
METER DEFLEC.
AURAL SENSE
TURN TO LOUD
SWITCH SPEED
METER BALANCE
METER AMPLITUDE
A.V.C.
BALANCE
VISUAL



T1154 Radio Transmitter Set Tuning Control (S5)

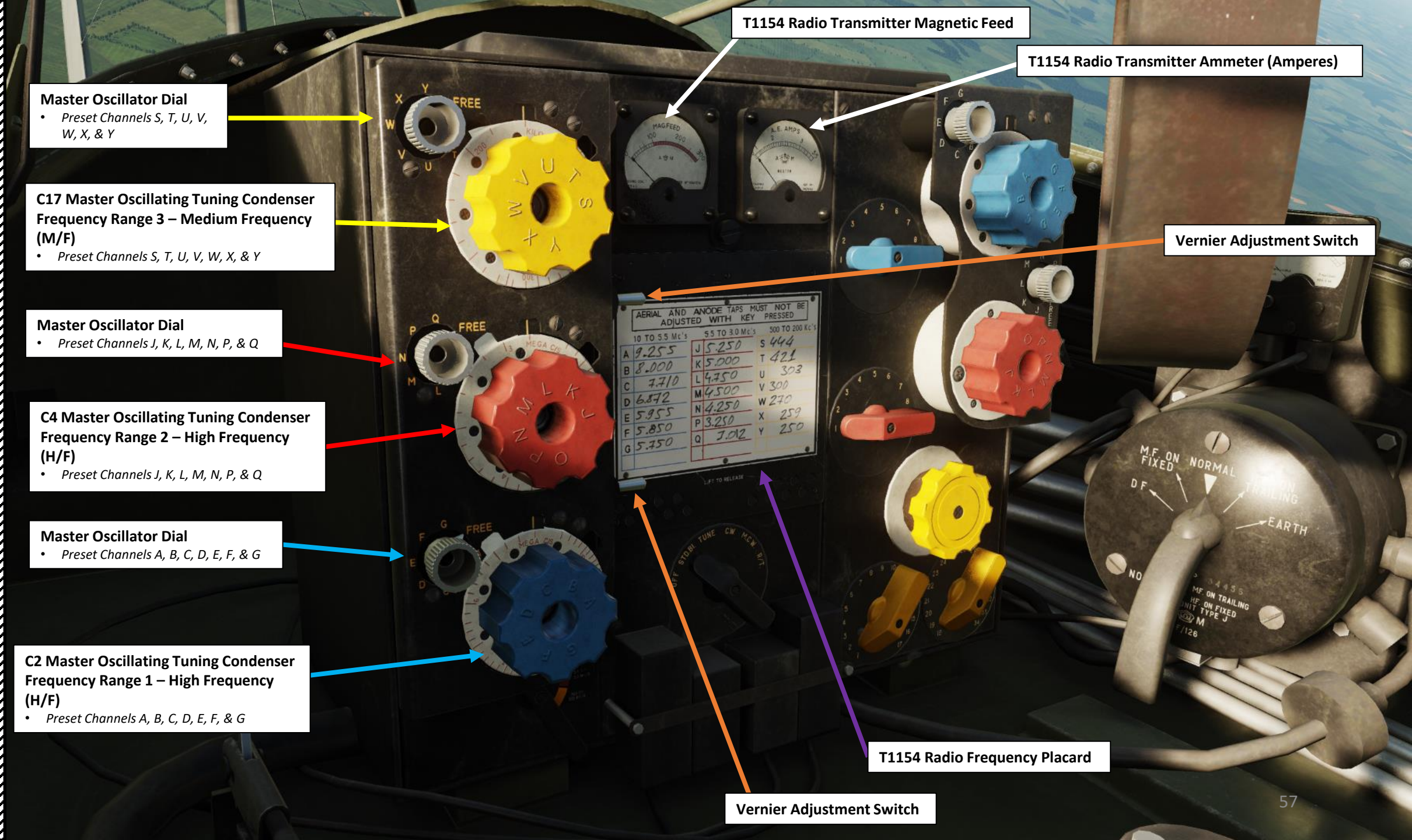
- ***OFF:*** *Off*
- ***STD-BI:*** *Standby, receiver becomes operative.*
- ***TUNE:*** *low power continuous wave (CW) transmission occurs. Short distance communications and any setting up adjustments of the transmitter should be made with the switch at this position.*
- ***CW:*** *Continuous Wave. L.T. (Low Tension) energizing circuits of the two power units are maintained so that H.T. (High Tension) and L.T. continue to be supplied to transmitter and receiver.*
- ***MCW:*** *Modulated Continuous Wave. When key is pressed, oscillations from the tone-generator are fed to the suppressor grids of the power amplifiers, thus modulating their output at low frequency.*
- ***R/T:*** *Receive/Transmit*

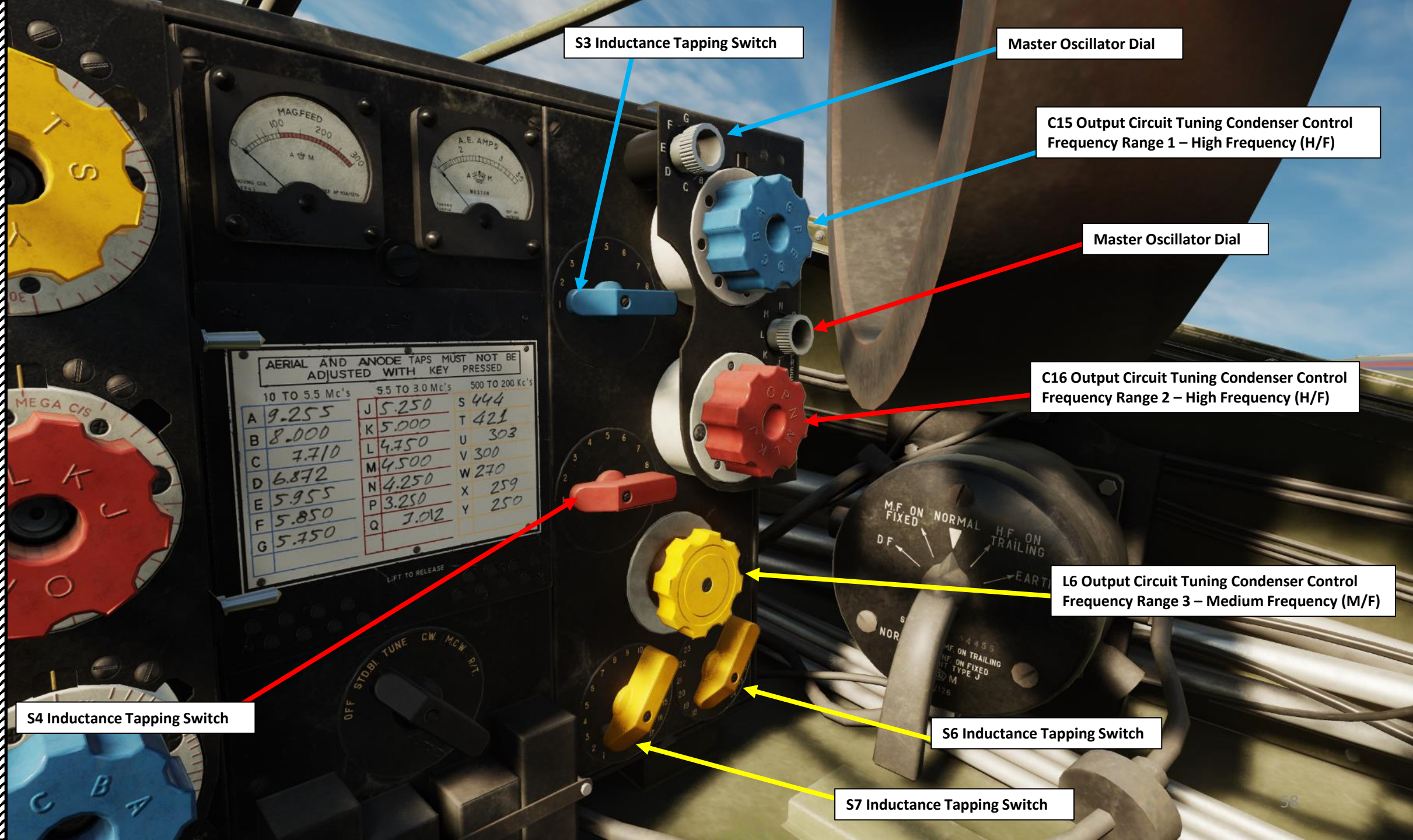
Notes:

- *HF (High Frequency) transmission/reception is done with the fixed aerial (antenna). Frequency ranges 1 (blue) and 2 (red) are on HF frequencies.*
- *MF (Medium Frequency) transmission/reception is done with the trailing aerial (antenna). Frequency range 3 (yellow) is on MF frequencies.*

T1154 Radio Frequency Range Selector (S1)

- ***Blue Range 1:*** *10.0 MHz to 5.5 MHz*
- ***Red Range 2:*** *5.5 MHz to 3.0 MHz*
- ***Yellow Range 3:*** *500 KHz to 200 KHz*


T1154 Radio Transmitter Magnetic Feed
T1154 Radio Transmitter Ammeter (Amperes)
Master Oscillator Dial
• Preset Channels S, T, U, V, W, X, & Y
C17 Master Oscillating Tuning Condenser Frequency Range 3 – Medium Frequency (M/F)
• Preset Channels S, T, U, V, W, X, & Y
Vernier Adjustment Switch
Master Oscillator Dial
• Preset Channels J, K, L, M, N, P, & Q
C4 Master Oscillating Tuning Condenser Frequency Range 2 – High Frequency (H/F)
• Preset Channels J, K, L, M, N, P, & Q
Master Oscillator Dial
• Preset Channels A, B, C, D, E, F, & G
C2 Master Oscillating Tuning Condenser Frequency Range 1 – High Frequency (H/F)
• Preset Channels A, B, C, D, E, F, & G
T1154 Radio Frequency Placard
Vernier Adjustment Switch
AERIAL AND ANODE TAPS MUST NOT BE ADJUSTED WITH KEY PRESSED
10 TO 5.5 Mc's
5.5 TO 3.0 Mc's
500 TO 200 Kc's
M.F. ON NORMAL
FIXED
TRAILING
D F
EARTH

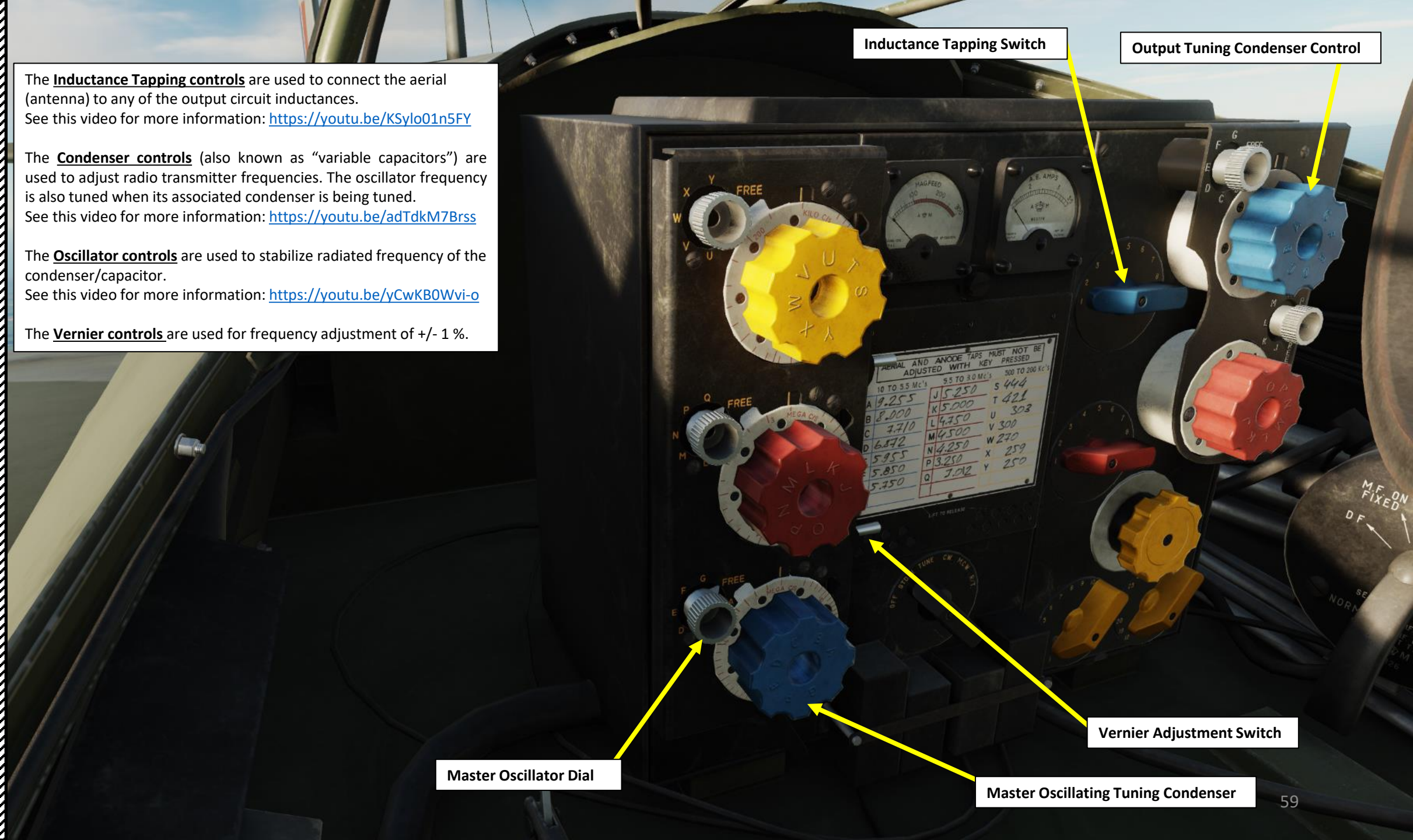

S3 Inductance Tapping Switch
Master Oscillator Dial
C15 Output Circuit Tuning Condenser Control
Frequency Range 1 – High Frequency (H/F)
Master Oscillator Dial
C16 Output Circuit Tuning Condenser Control
Frequency Range 2 – High Frequency (H/F)
L6 Output Circuit Tuning Condenser Control
Frequency Range 3 – Medium Frequency (M/F)
S4 Inductance Tapping Switch
S6 Inductance Tapping Switch
S7 Inductance Tapping Switch
MAG.FEED
A.E. AMPS
AERIAL AND ANODE TAPS MUST NOT BE ADJUSTED WITH KEY PRESSED
10 TO 5.5 Mc's
5.5 TO 3.0 Mc's
500 TO 200 Kc's
A 9.255
B 8.000
C 7.710
D 6.872
E 5.955
F 5.850
G 5.750
J 5.250
K 5.000
L 4.750
M 4.500
N 4.250
P 3.250
Q 1.012
S 444
T 421
U 303
V 300
W 270
X 259
Y 250
LIFT TO RELEASE
M.F. ON FIXED
NORMAL
H.F. ON TRAILING
D.F.
OFF STD.BC TUNE C.W. M.C.W. R/T

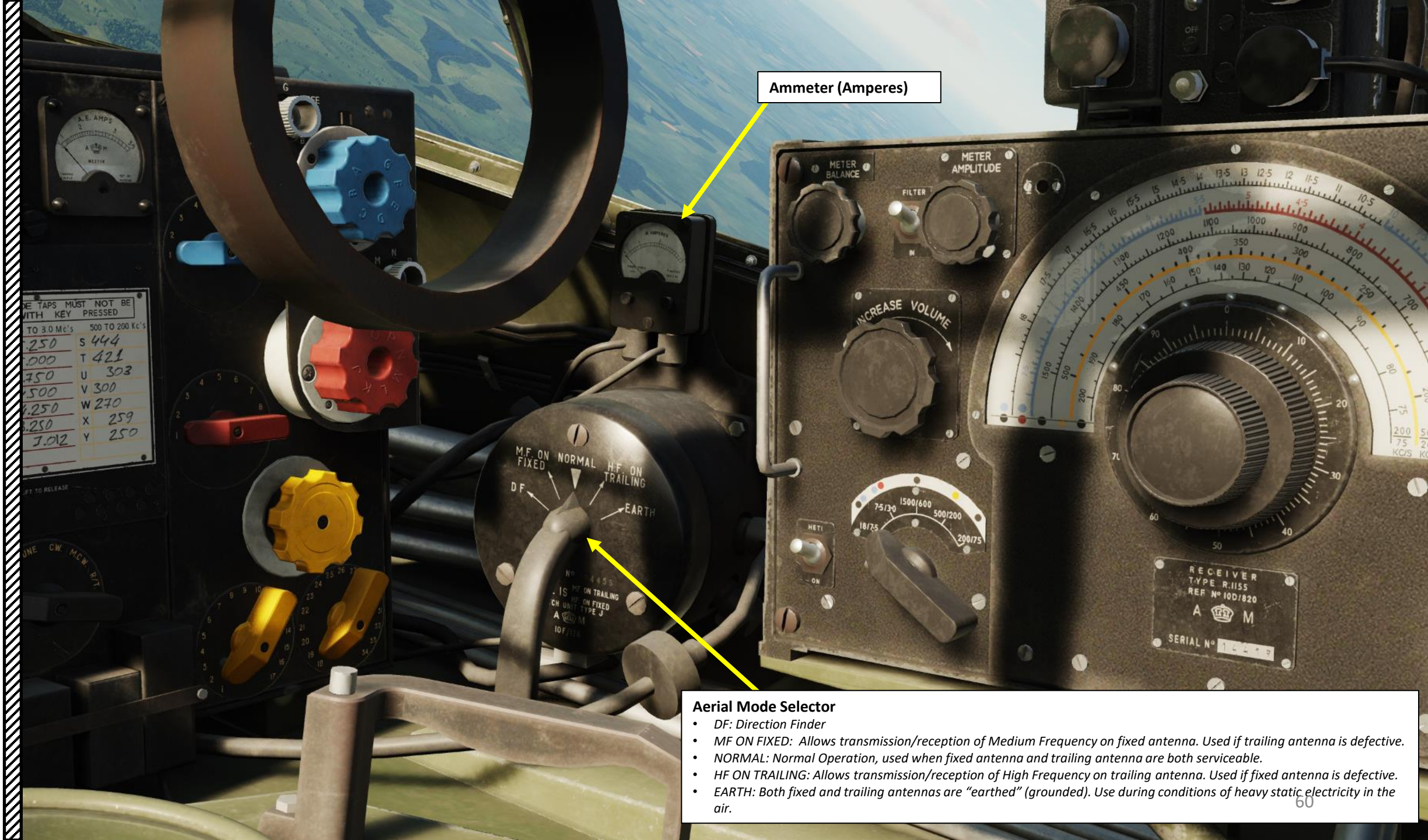
The **Inductance Tapping controls** are used to connect the aerial (antenna) to any of the output circuit inductances.
See this video for more information: https://youtu.be/KSylo01n5FY

The **Condenser controls** (also known as "variable capacitors") are used to adjust radio transmitter frequencies. The oscillator frequency is also tuned when its associated condenser is being tuned.
See this video for more information: https://youtu.be/adTdkM7Brss

The **Oscillator controls** are used to stabilize radiated frequency of the condenser/capacitor.
See this video for more information: https://youtu.be/yCwKB0Wvi-o

The **Vernier controls** are used for frequency adjustment of +/- 1 %.





Aerial Mode Selector

- *DF: Direction Finder*
- *MF ON FIXED: Allows transmission/reception of Medium Frequency on fixed antenna. Used if trailing antenna is defective.*
- *NORMAL: Normal Operation, used when fixed antenna and trailing antenna are both serviceable.*
- *HF ON TRAILING: Allows transmission/reception of High Frequency on trailing antenna. Used if fixed antenna is defective.*
- *EARTH: Both fixed and trailing antennas are "earthed" (grounded). Use during conditions of heavy static electricity in the air.*


Flashlight
• ON/OFF: LALT + L

Identification Lights Color Selector Switch
- *UP: Red*
- *MIDDLE: Green*
- *DOWN: Amber*

Lower Identification (Air Recognition) Light Control Switch
- *STEADY (AFT) – Constantly illuminates*
- *OFF (MID)*
- *MORSE (FWD) – Illuminates when Morse switch is pressed*

Identification Light Morse switch
Used to toggle identification lights to send morse signals

Identification Lights

RESIN Light

Navigation Light

RESIN (REStricted INtensity) Lamps Switch
- *UP: OFF*
- *DOWN: ON*

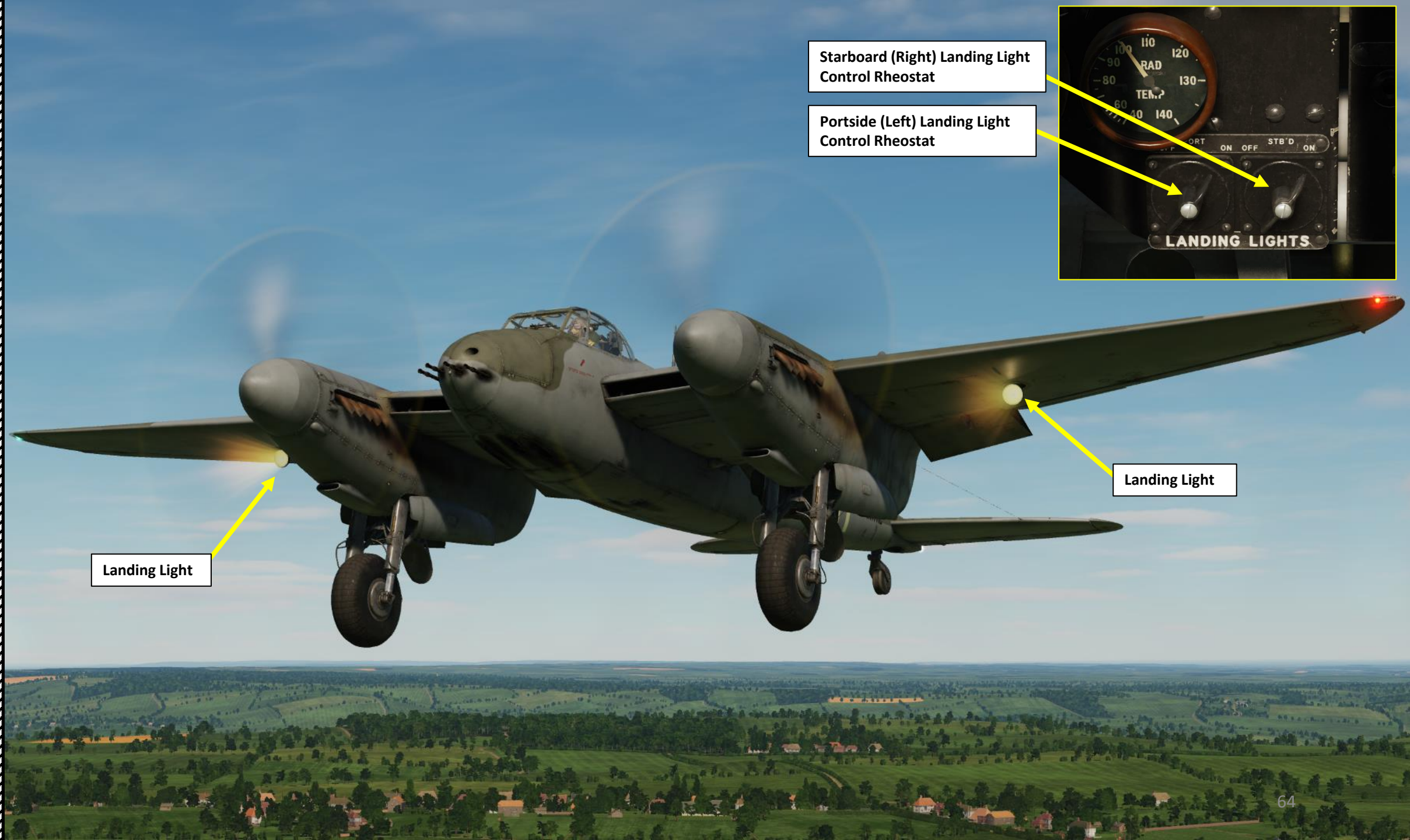
Navigation Light

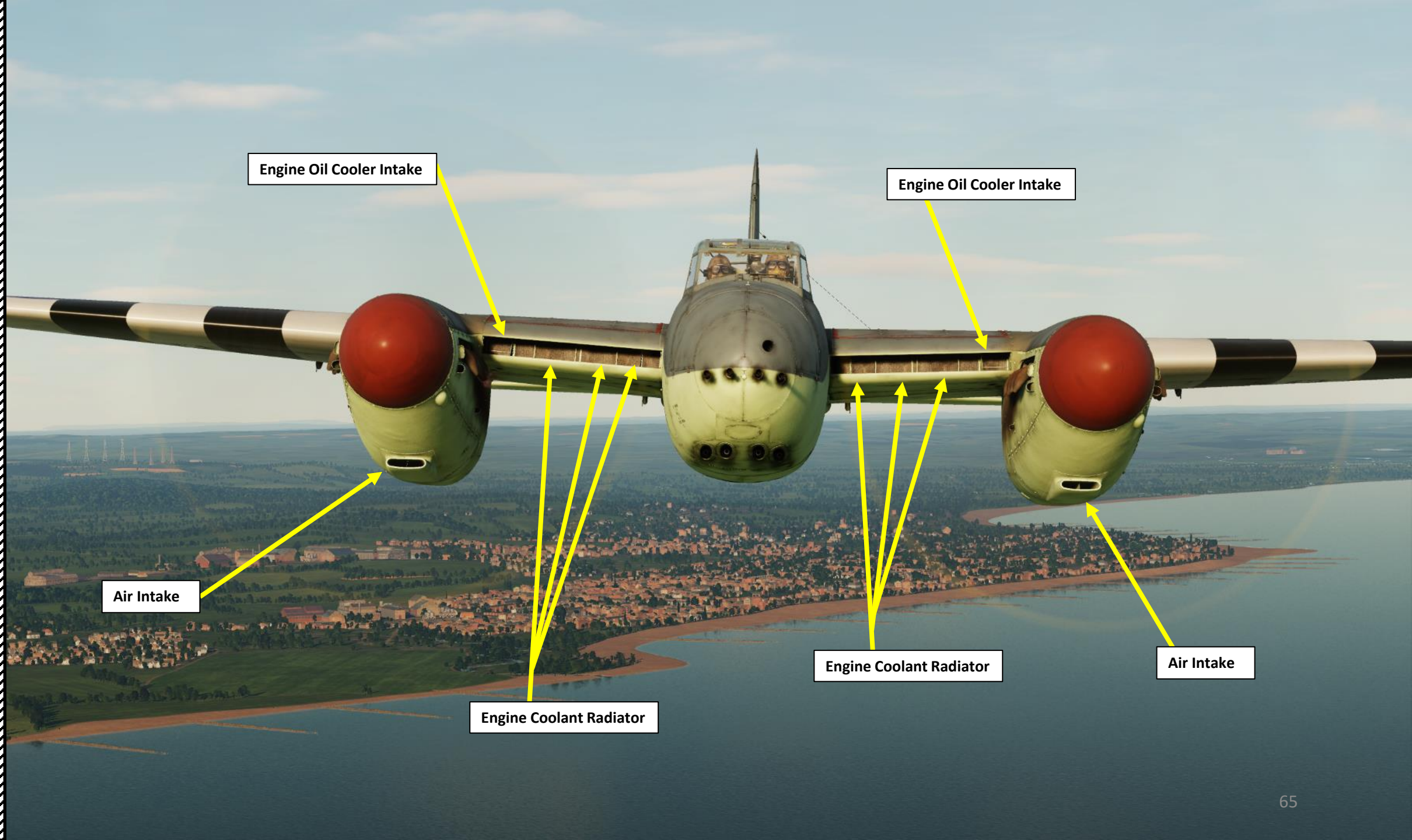
Navigation Light

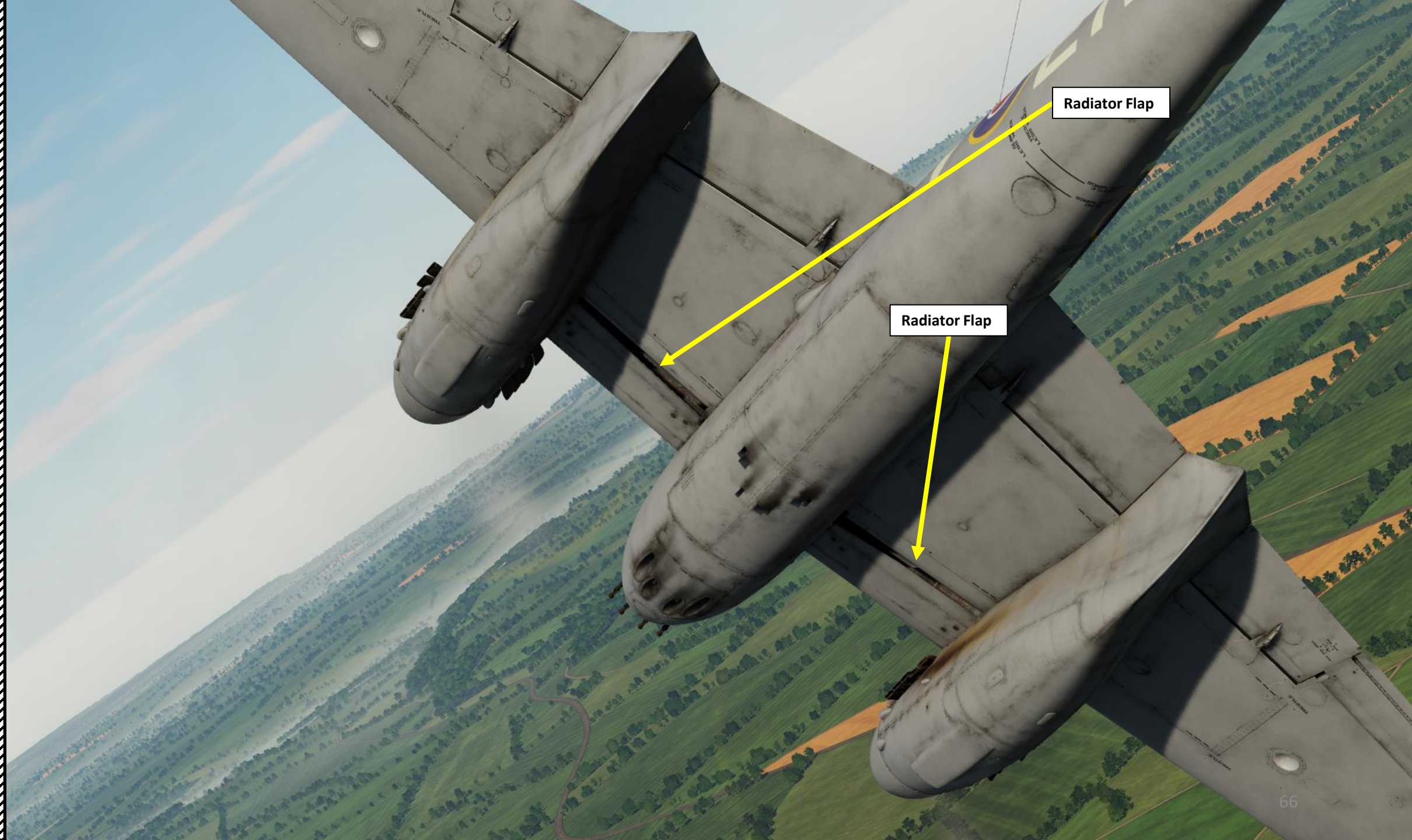
RESIN Light

Navigation Lights Switch
- *DOWN: ON*
- *UP: OFF*

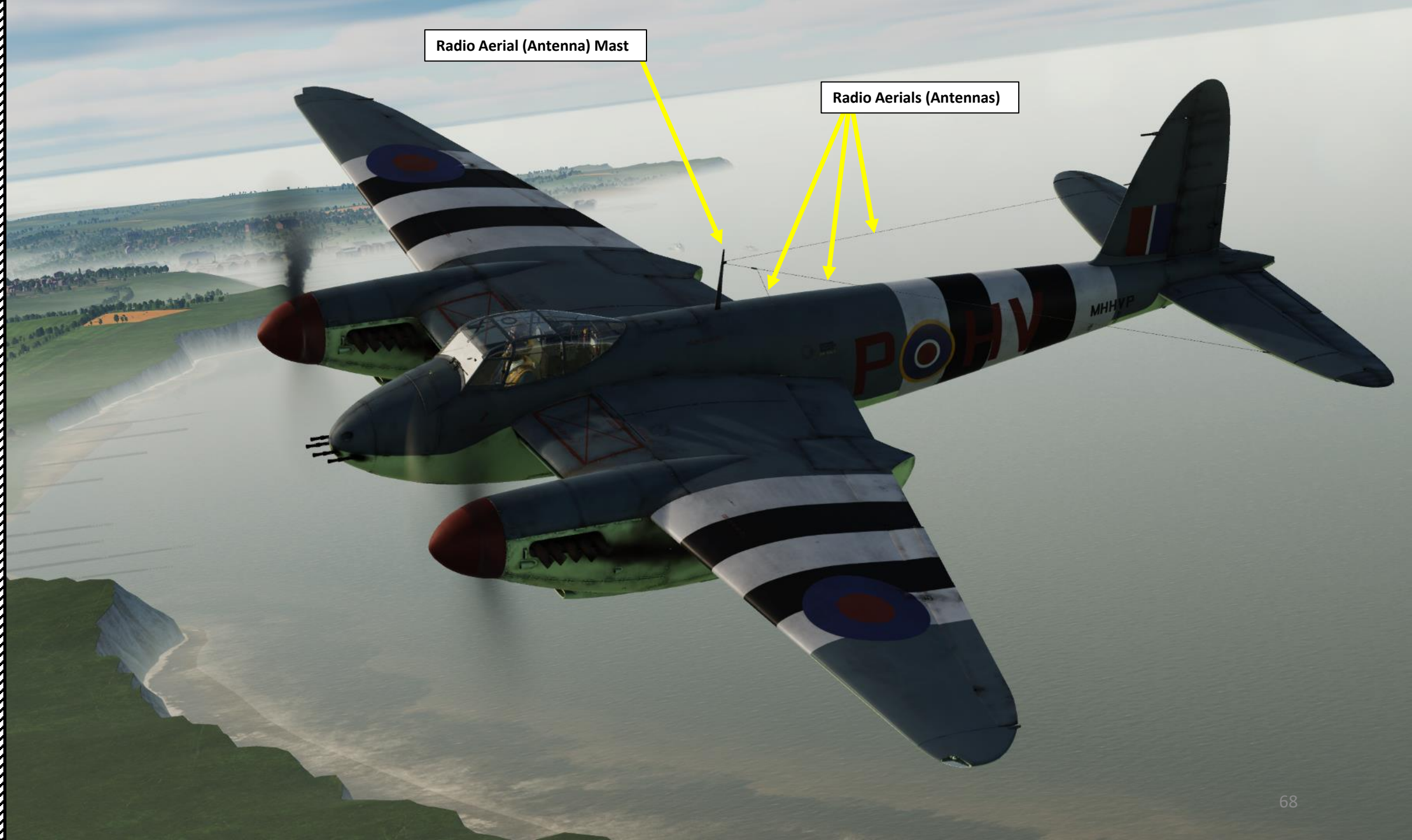
PART 3 – COCKPIT & EQUIPMENT

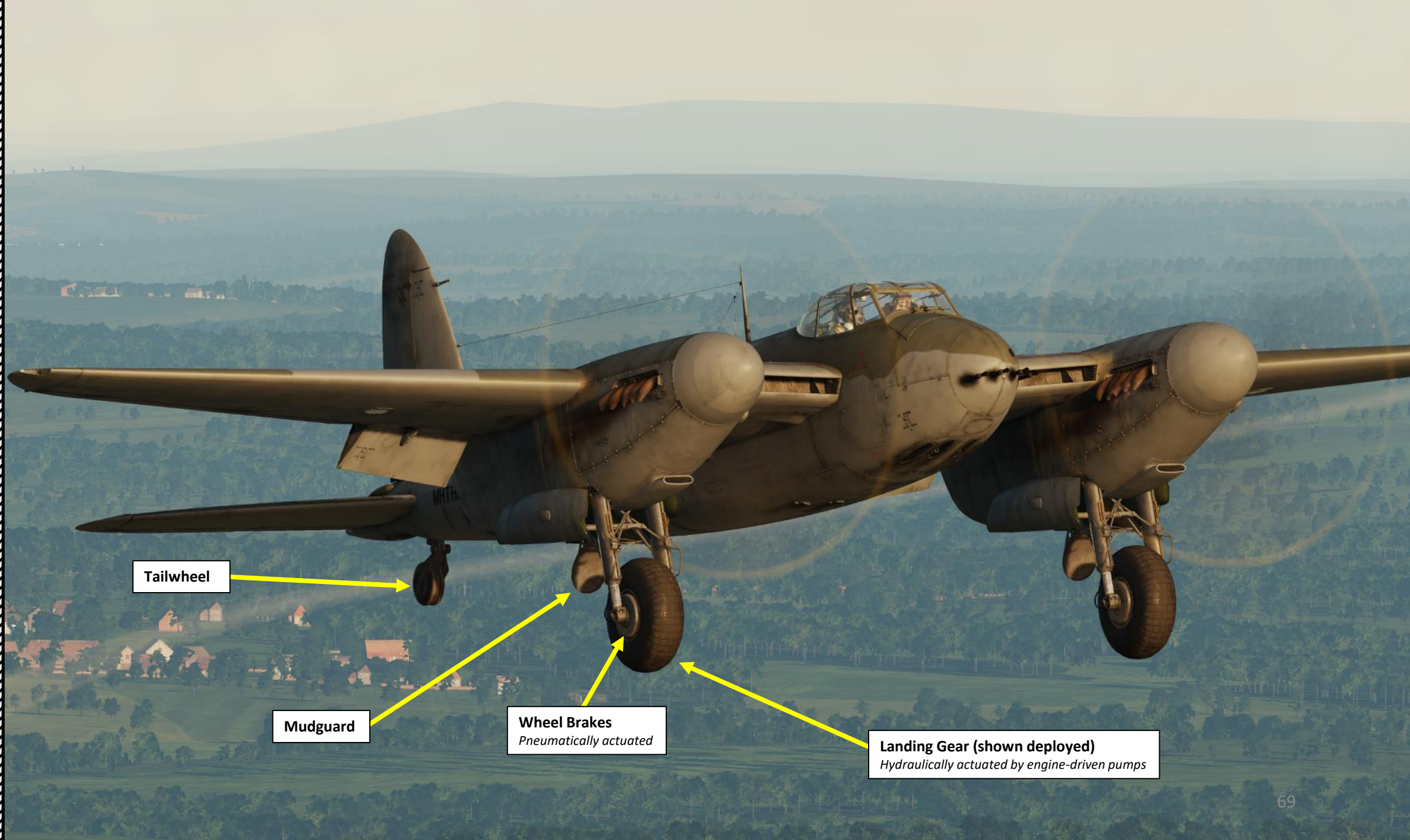



Engine Oil Cooler Intake
Engine Oil Cooler Intake
Air Intake
Engine Coolant Radiator
Engine Coolant Radiator
Air Intake

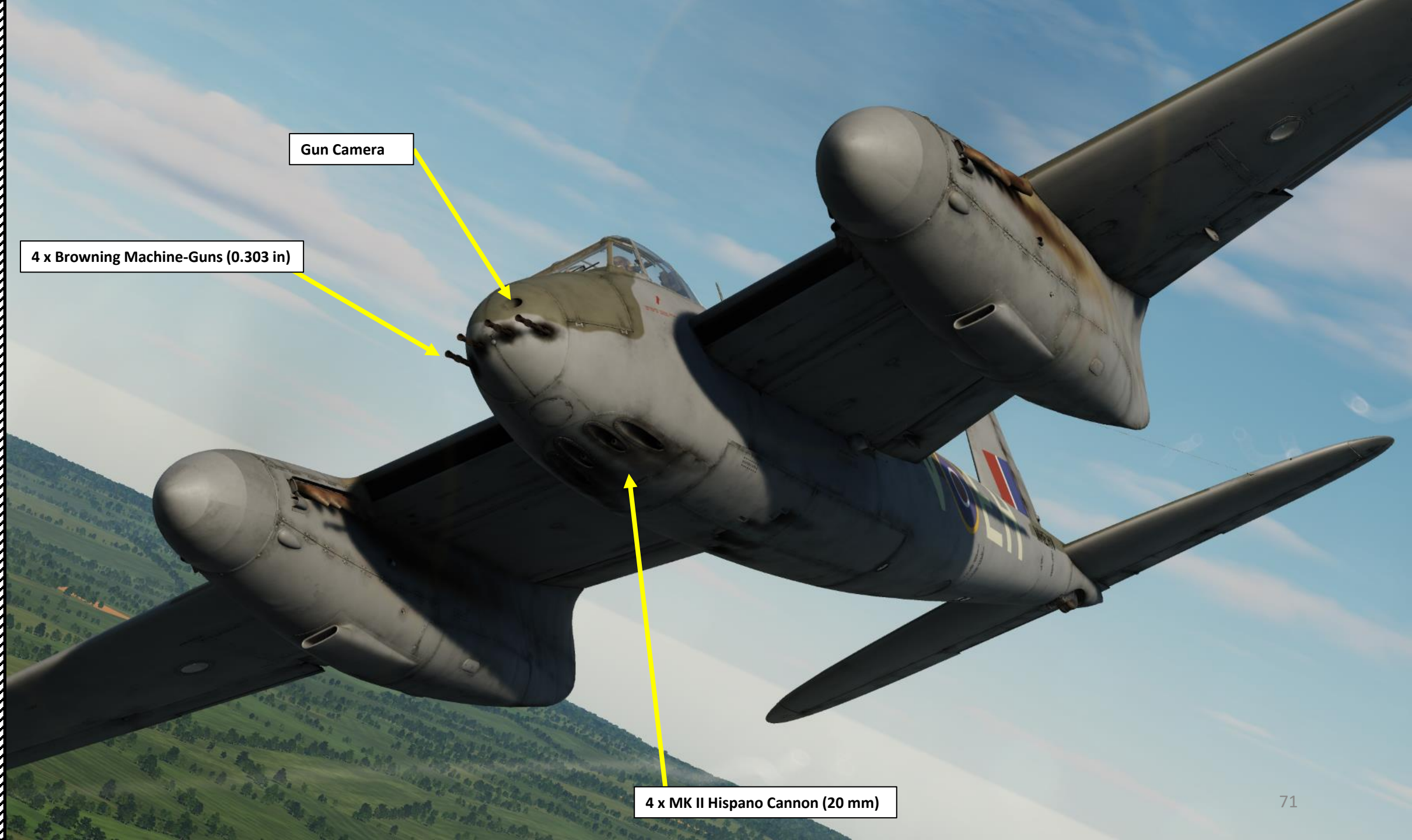

Radiator Flap
Radiator Flap


Pitot Tube


Radio Aerial (Antenna) Mast
Radio Aerials (Antennas)
PO-H
MHHVP


Tailwheel
Mudguard
Wheel Brakes
Pneumatically actuated
Landing Gear (shown deployed)
Hydraulically actuated by engine-driven pumps

Flaps
Hydraulically actuated, from 0 to 45 deg


Gun Camera
4 x Browning Machine-Guns (0.303 in)
4 x MK II Hispano Cannon (20 mm)


2 x Bombs
250 lbs or 500 lbs each
Bomb Bay Doors
(Open)


Access to 20 mm Hispano Cannons
Ammunition Ejection Ports

PART 3 – COCKPIT & EQUIPMENT


Aileron Trim Tab

In World War 2, the Royal Air Force used aircraft markings as identification codes. For instance, "UP-G" means that the Aircraft G belongs to No. 605 Squadron (UP). You can set up your aircraft markings in the Mission Editor.