

In case of complete failure of the hydraulic system, no manually controlled system is provided for the wing flaps.

Flap Indicating System. See photo on Page 2.

A Selsyn type indicator on the Pilot's Panel shows the flap position at all times.

BOMB BAY DOORS' HYDRAULIC SYSTEM

Each side (2 units) of the bomb bay doors is actuated by an individual hydraulic jack.

The system is hydraulically controlled from any one of four positions:

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| 1. Bombardier's Compartment | Main control valve |
| 2. Under Radio Operator's floor at hatch opening. | Auxiliary control valve |
| 3. On the ground from access door on right side forward of bomb door. | Auxiliary control valve |
| 4. Pilot's Compartment | Emergency operation of auxiliary valve. Doors may be opened but not closed until pull line is reset. |

CAUTION: The Pilot's emergency pull line to the auxiliary valve cam (see No. 4 control in above paragraph) must be re-set by hand or hydraulic system will by-pass through the bomb jack relief valve thus affecting the entire hydraulic system.

Under military operating conditions the main control valve is used to control the operation of the doors.

The auxiliary valve, in the accumulator system, is generally used for local flight operations.

In case of complete failure of the hydraulic system, the doors may be manually operated by hand cranks accessible from the catwalk at the center of the bomb bay.

Bomb Bay Door Indicating System:

When these doors are fully open the following lights are illuminated:

1. A red light on the Bombardier's Panel.
2. An amber light on the Pilot's Panel (see photo, Page 2).
3. A white light on the tail to notify other airplanes in the formation.

POWER BRAKE HYDRAULIC SYSTEM

Two completely separate units operate the hydraulic brakes. Each unit contains two brake cylinders which control one of the dual Hayes expanding bladder type brakes on each main landing wheel. One cylinder of each unit is mechanically interconnected to the right hand brake pedal of both Pilot and Co-Pilot; the other cylinder of each unit is similarly connected to both left hand brake pedals.