

Stabilization is due to Follow Up Motor also it keeps the E Pick off directly over the armature.

Short - from A.T.F.

Over + to A.T.F.

C.T. = $T \sin \alpha$

Cross Trail Mechanism

1. Pos. of CAM PIN ON LONGITUDINAL SLOPE OF TRAIL CAM PER TRAIL
2. ORIGINAL TILT OF TILT PLATE PER TRAIL
3. MOVEMENT OF TILT LEVER PER DRIET.
4. MOTION OF TILT BAR PER C.T.
5. CIRCULAR RISE OF TRAIL CAM CORRECTS C.T. ANGLE AS PLANE APPROACHES TARGET.

Differentials - permit additional turning speed from the side shaft.

24000 rpm speed of gyros with A-5 pilot

3600 rpm speed of constant speed motor

115 Volt 3 phase 400 cycle AC } gyro selection system follows up motor E. pick off P.D.I. transmitter

27 Volt D.C. constant speed motor (mag. clutches)

360 rpm tach connection

4 rpm = azimuth disc

0° to 80° = range of S.A.

30° to 0° = drift dial (marked off in 2's)

11" to 32" Ht Lo alt. in 2000' to 12000'

24" to 64" Ht Lo alt. out 8000' to 45000'

.2 sec. = 50 ft.

18° to 20° Bank

9° bank - fore + aft crossline is in edge of of static

3 to 5 min. gyro to erect

8 to 15 sec. time between unengage + clutching in.

100 ft to 25 ft fast 40 sec.

25 ft to 2 ft slow 120 sec.

0 to 400 ft = trail

Search switch released
click unlatched

1:1, 2:1, 8:1, 9:1, get in turn but plane doesn't

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