

J-11-15

SOCIETY OF AUTOMOTIVE ENGINEERS, Inc.

485 LEXINGTON AVENUE
NEW YORK 17, N.Y.**AEROSPACE
RECOMMENDED PRACTICE****ARP 493**

KNOBS, CONTROL AIRCRAFT, RECOMMENDED DESIGN

Issued 6-20-64
Revised

1. **PURPOSE** - The purpose of this document is to recommend shapes and sizes of knobs which will guide the design of these components toward eventual uniformity.
2. **SCOPE** - This recommended practice is intended to recommend the basic shapes and dimensions for knobs used in aircraft. Two basic types of knobs, the bar shape and the round shape, are described, as well as several widely used variations of these two basic shapes.
3. **REQUIREMENTS**
 - 3.1 **Materials** - It is recommended that materials conform to requirements of the latest issue of MIL-K-25049 and meet the environmental conditions stated therein.
 - 3.2 **Metals** - It is recommended that metals used in knobs shall be of the corrosion-resistant type or be suitably treated to resist corrosion in salt spray or atmospheric conditions.
 - 3.3 **Set Screws** - Two locking-type set screws should be employed to hold the knob to the shaft. The set screws should be the "hex socket head" type, as shown on drawing AN565. Set screws should be in accordance with SAE standards. Where applicable, set screws should be 90° to 135° apart, located on either side of the center line of the flat of the shaft. This is to push the flat of the shaft against the flat of the insert.
 - 3.3.1 A minimum of three threads in metal should be provided for the set screws.
 - 3.3.2 Where molded plastic knobs with metal inserts are used, set screw holes in the plastic should be counterbored to a size to clear the outside diameter of the set screw.
 - 3.4 **Torque** - The knob, when mounted on a shaft, should withstand a torque of 25 inch-pounds in either direction.
 - 3.5 All plastic knobs should have metal inserts molded or cast in the plastic to fit around shafts.
 - 3.6 All shaft holes in knobs should have a flat on one side.
4. **SKIRTS - KNOBS**
 - 4.1 **Fastening Skirt to Knob** - It is recommended that, where a skirt is a separate part, it should be fastened to the knob by a positive means of fastening such as spinning insert over the skirt and 1/16in. diameter pin through the skirt into the knob, so as not to allow movement of either skirt or knob with respect to each other. Another suitable method, where space allows, is to screw skirt to the knob, using flat head screws. In this case, skirt screw holes are to be countersunk.

Section 8.3 of the SAE Technical Board rules provides that: "All technical reports, including standards approved and practices recommended, are advisory only. Their use by anyone engaged in industry or trade is entirely voluntary. There is no agreement to adhere to any SAE standard or recommended practice, and no commitment to conform to or be guided by any technical report. In formulating and approving technical reports, the Board and its Committees will not investigate or consider patents which may apply to the subject matter. Prospective users of the report are responsible for protecting themselves against liability for infringement of patents."

ARP 493Issued 6-20-64
Revised**KNOBS, CONTROL AIRCRAFT, RECOMMENDED DESIGN**

- 2 -

4.2 Runout - T.I.R. on skirts after assembly should be held to 0.032.

4.3 Wobble - T.I.R. on knobs including wobble should be held to 0.020.

5. REFERENCE SPECIFICATIONS

MIL-P-7788A - Plate, Plastic Lighting

MIL-K-25049 - Knobs, Control, Equipment Aircraft

MIL-S-7742 - Screw Threads, Standard, Optimum Selected Series: Gen Spec for

MIL-C-18012 - Control, Configuration and Markings (for Plastic Lighting Plates,
Control Panels and Placards)

6. ILLUMINATION - All knobs with requirements for illumination shall be made in accordance with the latest issue of MIL-K-25049.

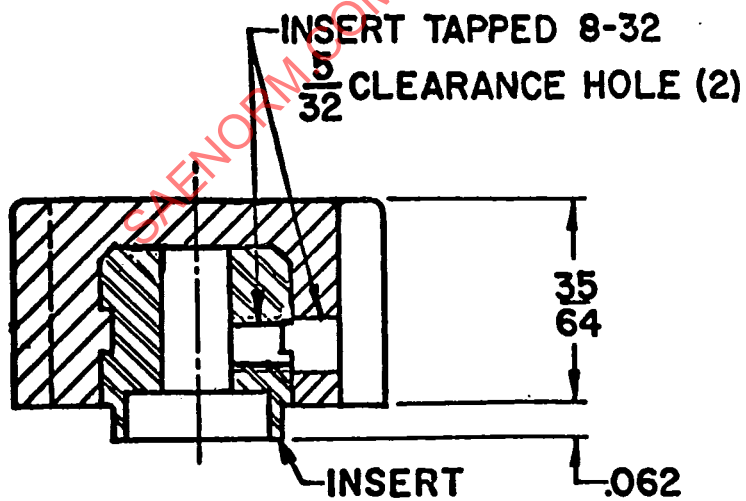
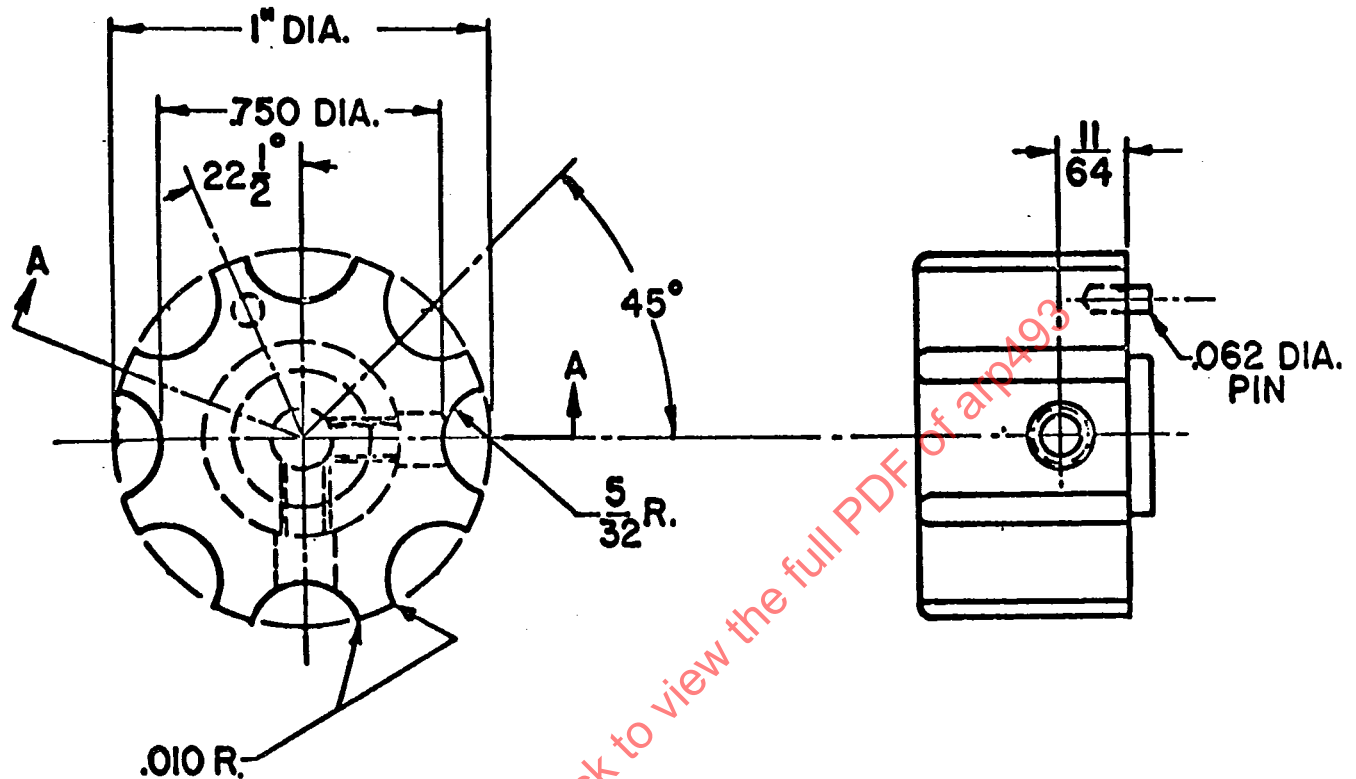
PREPARED BY SUBCOMMITTEE A-20A, FLIGHT CREW STATION,
OF SAE COMMITTEE A-20, AIRCRAFT LIGHTING

KNOBS, CONTROL AIRCRAFT, RECOMMENDED DESIGN

Issued 6-20-64
Revised

ARP 493

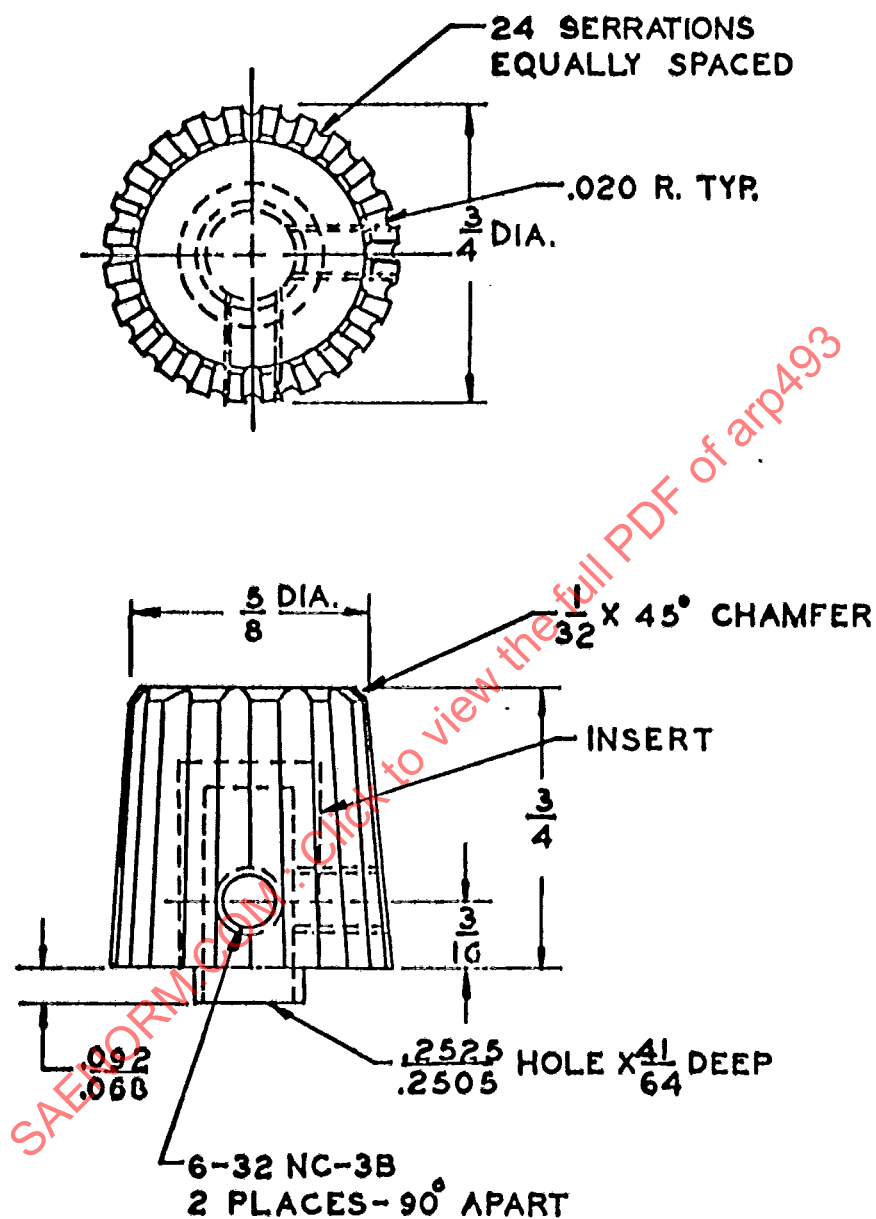
- 3 -

SECTION "A-A"MATERIAL—PHENOLIC

ARP 493Issued 6-20-64
Revised

KNOBS, CONTROL AIRCRAFT, RECOMMENDED DESIGN

- 4 -

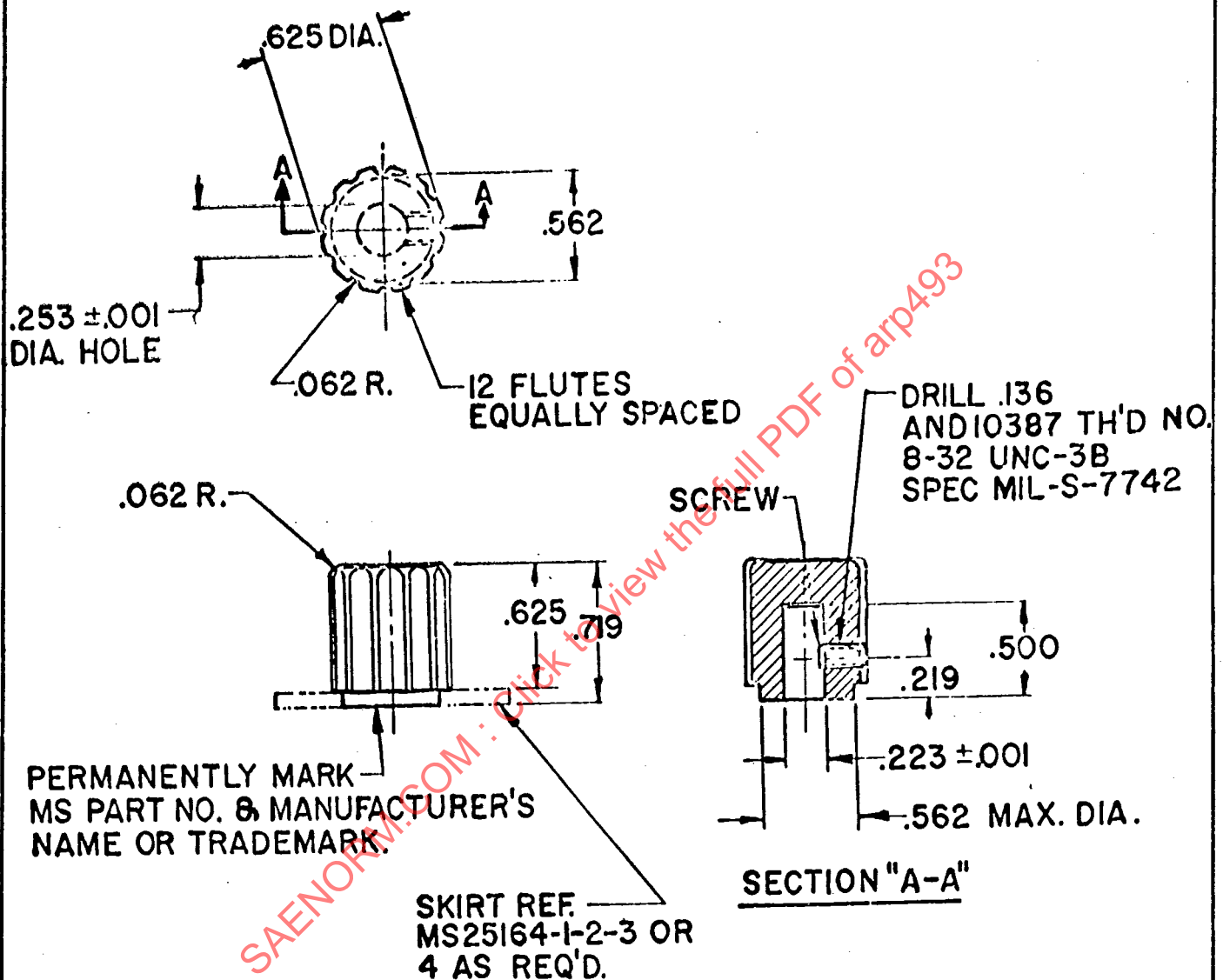
MATERIAL - PHENOLIC

KNOBS, CONTROL AIRCRAFT, RECOMMENDED DESIGN

Issued 6-20-64
Revised

ARP 493

- 5 -



POINTER INDICATION ON SKIRTS SHALL BE LOCATED OPPOSITE TO AND ON CENTERLINE OF KNOB SET SCREW.

METHOD OF KNOB TO SKIRT ASSEMBLY, OPTIONAL.

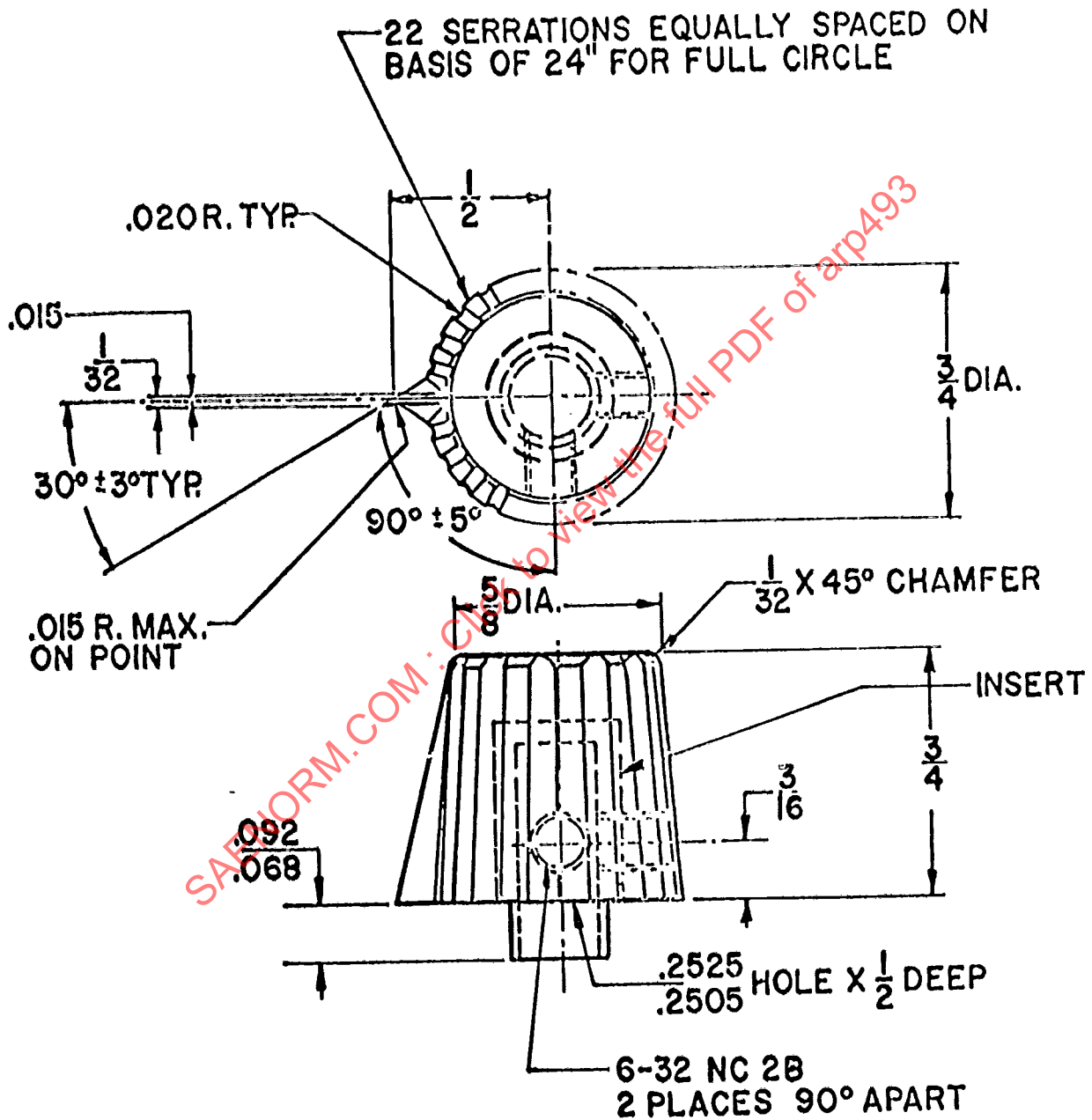
BREAK ALL SHARP EDGES.

DIMENSIONS IN INCHES UNLESS OTHERWISE SPECIFIED,
TOLERANCES: DECIMALS ±.016

ARP 493Issued 6-20-64
Revised

KNOBS, CONTROL AIRCRAFT, RECOMMENDED DESIGN

- 6 -

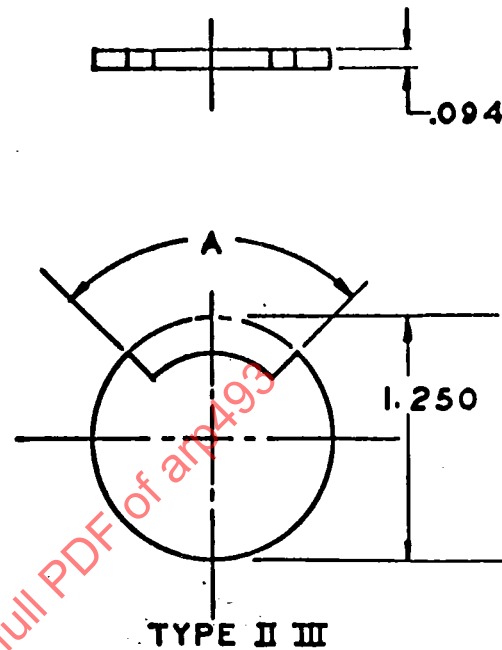
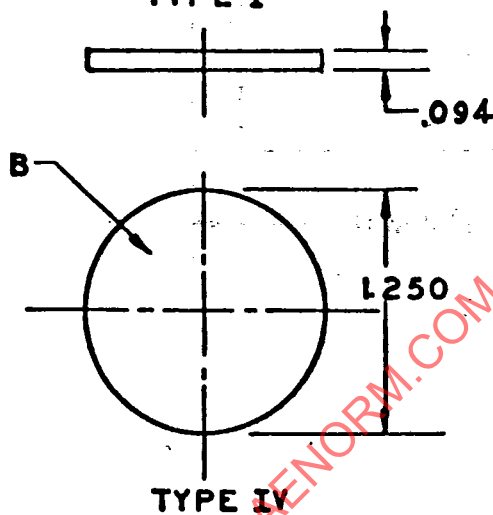
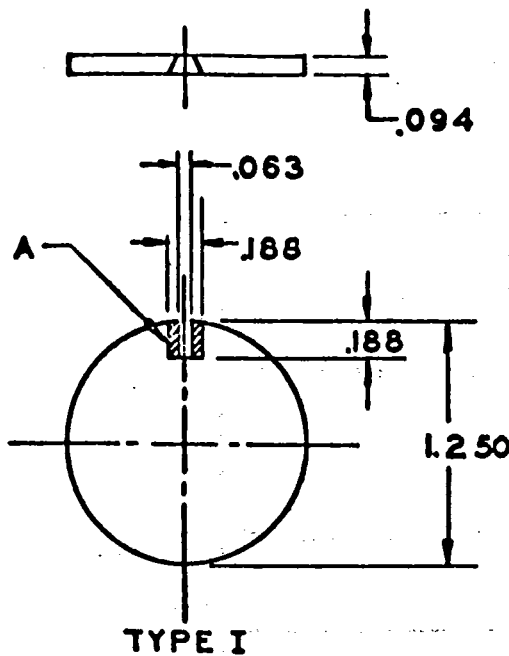


KNOBS, CONTROL AIRCRAFT, RECOMMENDED DESIGN

Issued 6-20-64
Revised

ARP 493

- 7 -



MS REF. NO.	A	TYPE
MS25164-1	-	I
MS25164-2	90°	II
MS25164-3	120	III
MS25164-4	-	IV

TYPE I, V, VI, AND VII SKIRTS AT SHADED AREA SHALL BE COATED MAT WHITE WITH MATERIAL HAVING A REFLECTANCE OF NO LESS THAN 80%. TYPE IV AND VIII SKIRTS SHALL EMPLOY MARKINGS IN ACCORDANCE WITH SPECIFICATION MIL-C-16012.

- ⑥ SKIRTS SHALL BE FINISHED WITH A DURABLE BLACK MAT FINISH HAVING A REFLECTION NO GREATER THAN 5 PERCENT. TYPES I, II, III, V, VI, VII SKIRTS MAY BE MADE OF METAL. TYPE IV AND VIII SKIRTS SHALL BE MADE IN ACCORDANCE WITH SPECIFICATION MIL-P-7788, EXCEPT FOR THICKNESS AND BACK COATING.

DIMENSIONS IN INCHES. UNLESS OTHERWISE SPECIFIED TOLERANCES: DECIMALS $\pm .010$.

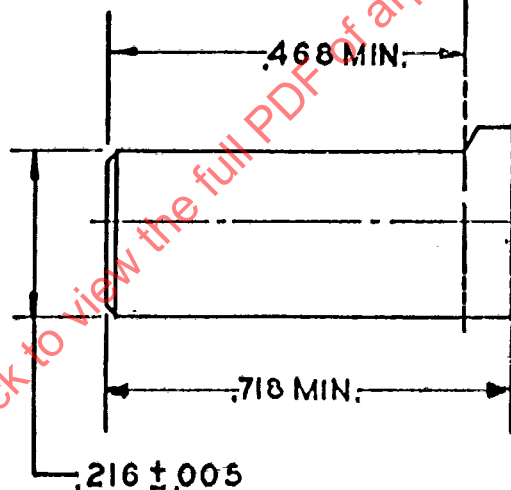
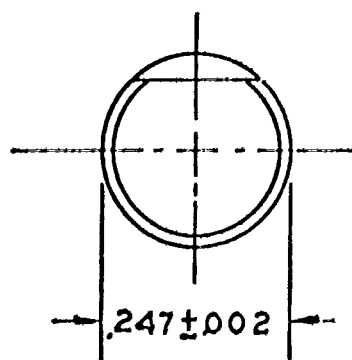
THIS IS A DESIGN STANDARD. NOT TO BE USED AS A PART NUMBER.

ARP 493Issued 6-20-64
Revised

KNOBS, CONTROL AIRCRAFT, RECOMMENDED DESIGN

- 8 -

DETAILS TO RIGHT
OF THIS LINE
OPTIONAL AND
DEPEND UPON
EQUIPMENT DESIGN



DIMENSIONS IN INCHES.

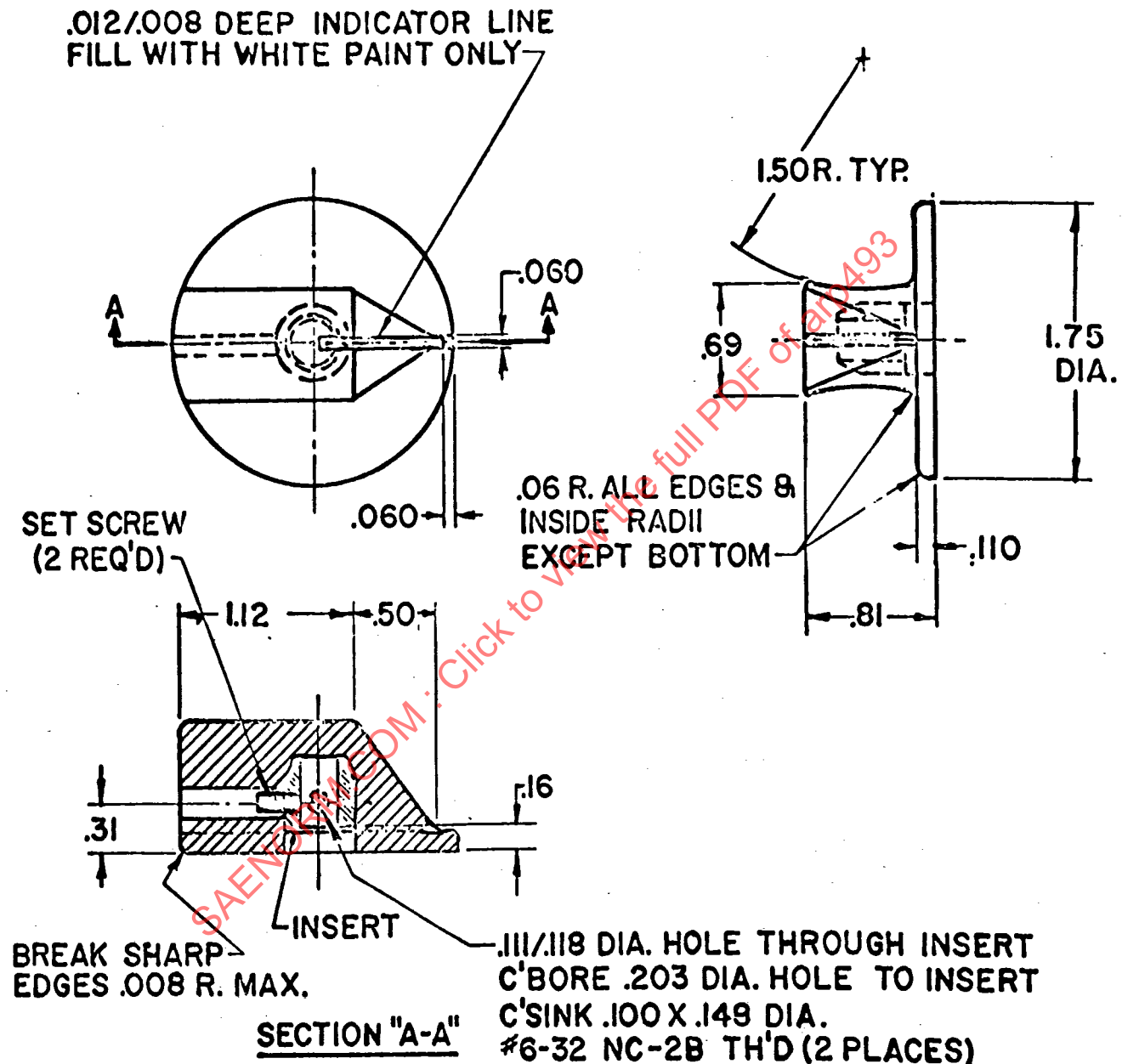
SHAFT

KNOBS, CONTROL AIRCRAFT, RECOMMENDED DESIGN

Issued 6-20-64
Revised

ARP 493

- 9 -



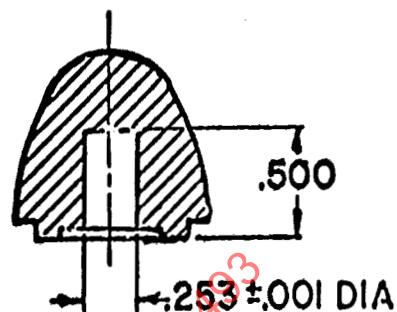
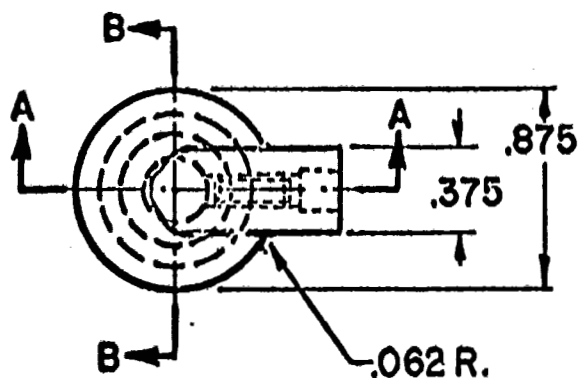
MATERIAL—ACRYLIC
FINISH PER MIL. P-7788

ARP 493

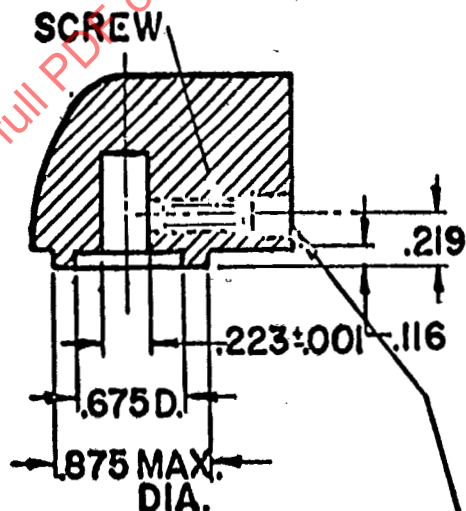
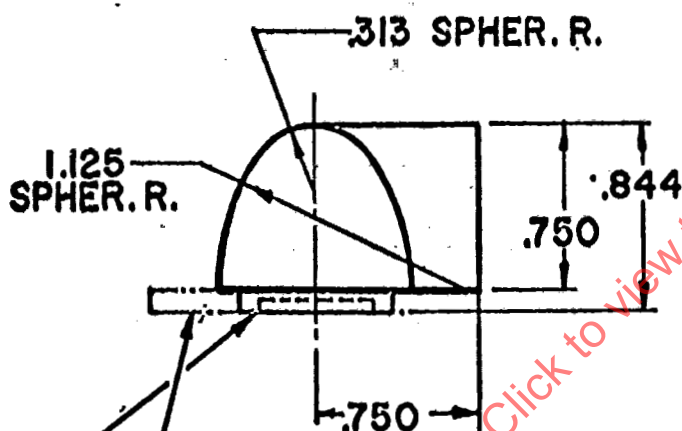
Issued 6-20-64
Revised

KNOB, CONTROL AIRCRAFT, RECOMMENDED DESIGN

- 10 -



SECTION "B-B"



SECTION "A-A"

PERMANENTLY MARK MS PART NO.
& MANUFACTURER'S NAME OR
TRADEMARK.

SKIRT REF. MS25164-5-6-7
OR 8

DRILL .136 AND 10387
TH'D NO. 8-32 SPEC MIL-
S-7742 CDRILL .173
DEPTH .188.

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METHOD OF SKIRT TO KNOB ASSEMBLY, OPTIONAL.

BREAK ALL SHARP EDGES.

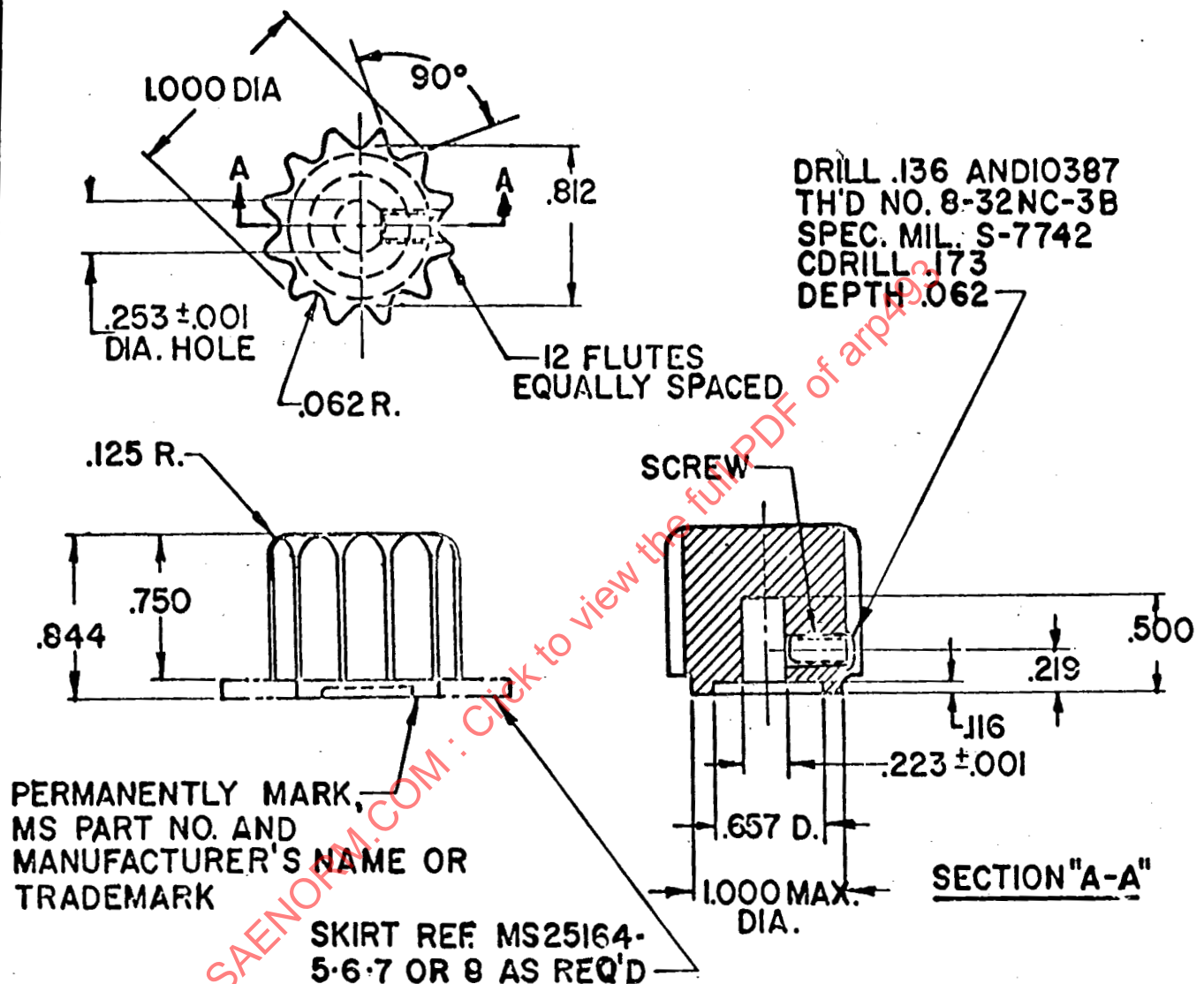
DIMENSIONS IN INCHES UNLESS OTHERWISE SPECIFIED,
TOLERANCES: DECIMALS ±.016

KNOBS, CONTROL AIRCRAFT, RECOMMENDED DESIGN

Issued 6-20-64
Revised

ARP 493

- 11 -



POINTER INDICATION ON SKIRTS SHALL BE LOCATED OPPOSITE TO AND ON CENTERLINE OF KNOB SET SCREW.

DETAILS OF KNOB TO SKIRT ASSEMBLY, OPTIONAL.

BREAK ALL SHARP EDGES.

DIMENSIONS IN INCHES, UNLESS OTHERWISE SPECIFIED,
TOLERANCE: DECIMALS ±.016, ANGLES ± 2°

ARP 493Issued 6-20-64
Revised

KNOBS, CONTROL AIRCRAFT, RECOMMENDED DESIGN

- 12 -

