GROUP F 1

CABIN LIGHTING (CODE M)

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Introduction

1. This group contains a description of the cabin lighting system. Full descriptions of the components employed are given in the Air Publications listed in Table 1. Information on the general servicing of the aircraft's electrical system is given in Group A 1, which also contains a table giving details of the lamp filaments used. The locations of the components and the means of access to them are given in Group A 3.

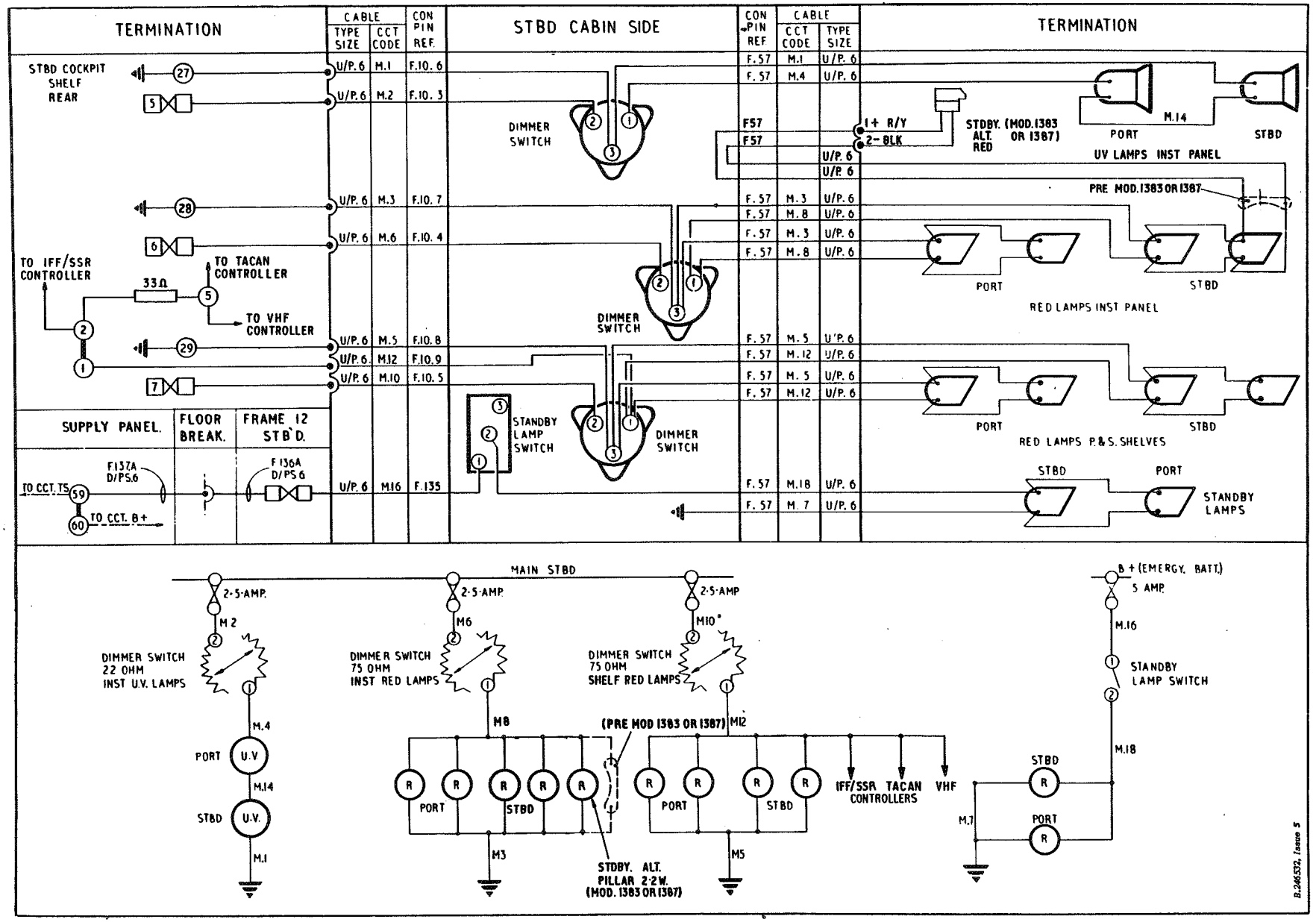

Fig.1 Cabin lighting (routeing and theoretical)

▶ (Mod 1429 added) ◀

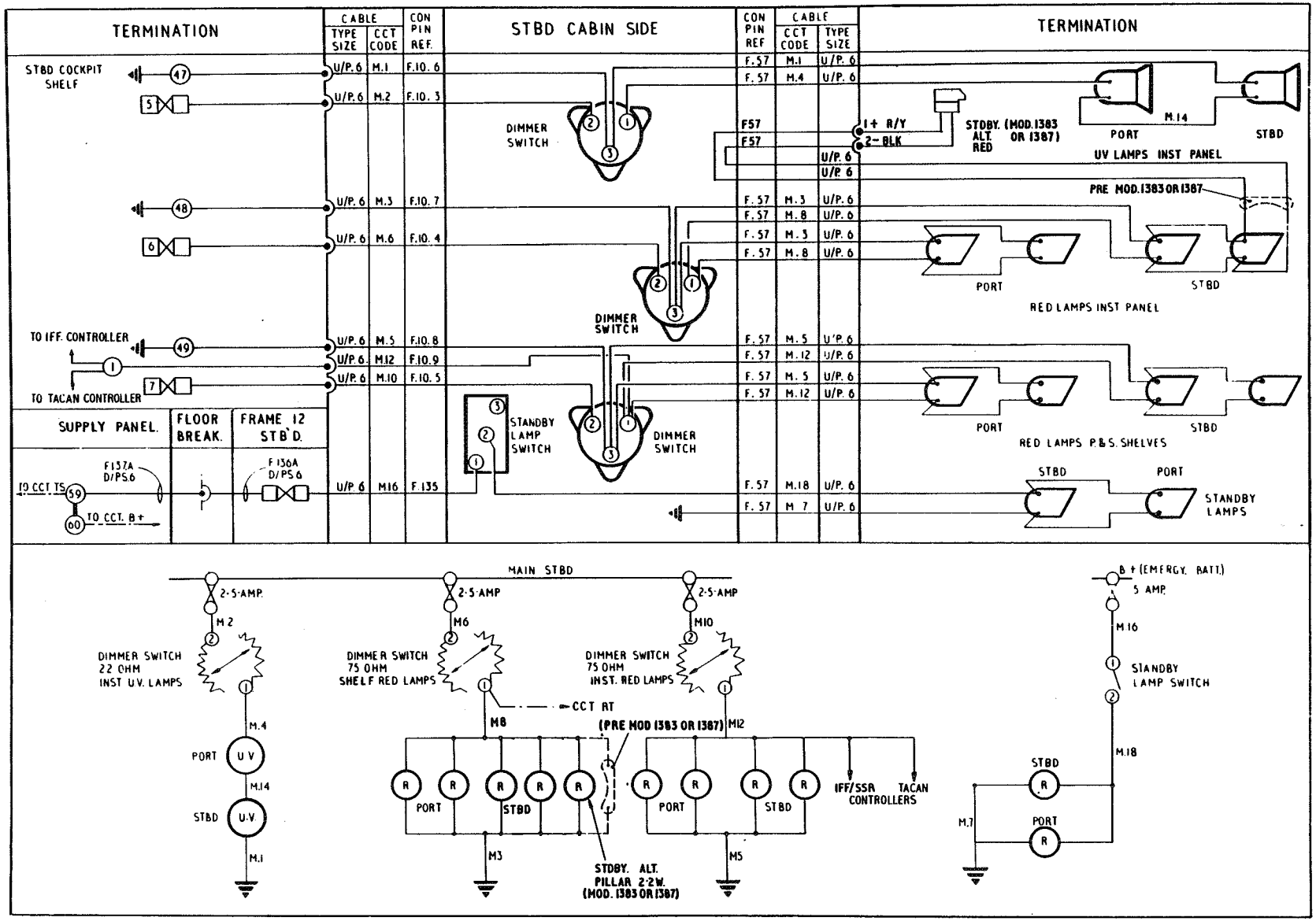

Fig.1A Cabin lighting (routeing and theoretical) — pre-Mod 1429

DESCRIPTION

Equipment details

General

2. The cabin lighting installation consists of four separately controlled circuits supplying lamps to illuminate the instrument panels and cabin shelves.

Ultra-violet lamps

3. Two ultra-violet lamps, connected in series and controlled by a dimmer switch are positioned one on each side of the cabin, just forward of frame 10 and below the light deflector screens, so that their beams fall on the fluorescent instruments on the instrument panels. The dimmer switch is mounted at the top of a bracket attached to the fuselage skin above the cabin starboard shelf, just forward of frame 10.

Instruments panel red lamps and bridge lamp

4. Four red lamps illuminate the instrument panels; they are connected in parallel and positioned two on each side of the cabin, just forward of the ultra-violet lamps. These lamps are switched on and dimmed, as required, by a dimmer switch mounted below the ultra-violet lamps switch on the starboard side of the cabin. A bridge light is also connected in this circuit and serves to illuminate the altimeter. Post Mod.1383 or 1387, the bridge lamp is removed and an additional red lamp is fitted in the circuit to illuminate the stand-by altimeter.

Cabin shelf red lamps

5. Another four red lamps, also connected in parallel, are located two on each side of the cabin on frames 10 and 11, to illuminate the cabin shelves. These lamps are switched on and dimmed, as required, by a dimmer switch mounted below the instrument panel red lamps switch.

Standby lamps

6. Should the normal cabin lighting fail, two red standby lamps may be brought into operation. These lamps are mounted one on each side of the cabin below the light deflector screens, adjacent to the instrument panel red lamps. The lamps are not connected to the normal electrical system, but obtain their supply from the standby batteries mounted in a battery box in the radio bay *(Group B.1)*. A single pole ON/OFF switch, located on frame 9 above the cabin starboard shelf and labelled CABIN STANDBY LIGHTS, controls the installation. This switch is provided with a luminous dolly to make it readily distinguishable in darkness.

Operation

7. The operation of the circuits should be obvious once reference is made to the theoretical diagrams, given in fig.1.

TABLE 1

Equipment type and Air Publication reference

Equipment	Air Publication
Dimmer switches, Type R, 22 ohm and 75 ohm	AP113D–1100 Series
Tumbler switch, S.P./C.O. (5CW/11752) C.W.C. (Standby)	AP113D–1100 Series
Cabin lamps, Type C, No.2 Ultra-violet lamps, Type B, No.1 Bridge light, Type C, Thorn 80/10/11292	AP113F–0200 Series

SERVICING

General

8. General servicing of the cabin lighting system consists in keeping all the components clean and checking the filament lamps for serviceability. No further servicing should be necessary.

REMOVAL AND ASSEMBLY

General

9. The removal and assembly of the components forming the cabin lighting circuit should present no difficulties.