

## Chapter 1

## WARNING BELL, GENT TYPE 396

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**Introduction**

1. The Warning Bell, Gent Type 396 (Stores Ref. 5A/3989) may be found in use in some aircraft as the engine stall warning device.

**DESCRIPTION****General (fig. 1)**

2. This warning bell, which has a 3 inch diameter, nickel plated dome, is an under-dome bell, i.e., the space beneath the dome is utilised to house all the working parts. Two fixing screw holes through the base casting are accessible when the dome is removed. Connecting cables are taken through rubber grommets holes in the side of the base casting.

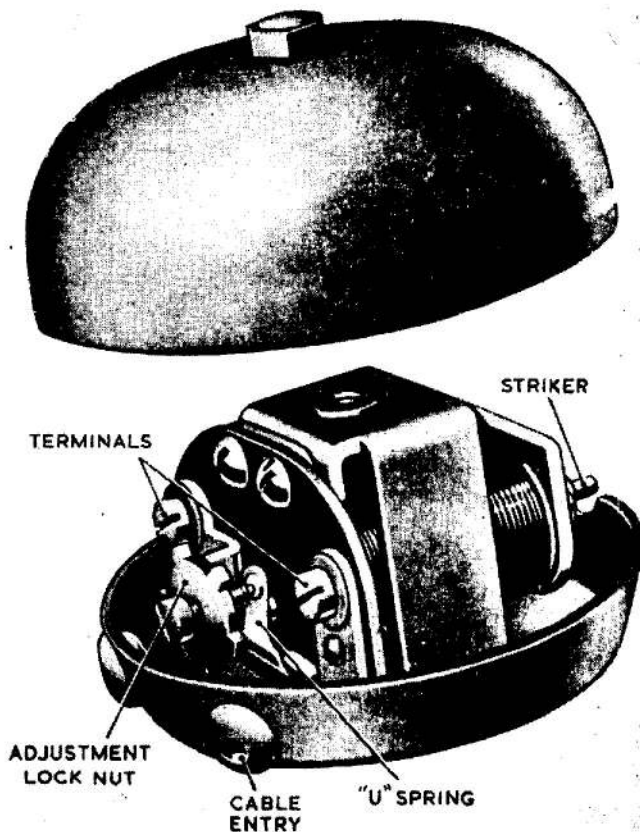


Fig. 1. Warning bell, Gent Type 396

#### **Operation**

3. When power is off, the solenoid plunger, which is supported in Bakelite bearings, is held out of the magnetising coil by a "U" shaped, phosphor-bronze spring. The upper end of the inner leg of this spring is anchored and is slotted to fit into a groove round the outer end of the solenoid plunger. The outer leg of the "U" spring carries a moving contact which bears against the adjustable, stationary contact, to complete the circuit through the bell.

4. To the inner end of the solenoid plunger is attached a striker rod. When the power is on the coil is energized and the plunger moves into the coil causing the striker rod to hit the dome and the spring to move away

from the fixed contact. This opens the coil circuit and the plunger then returns, by force of the spring, to remake contact and to re-energize the coil. This make and break action continues so long as power is on.

#### **Servicing**

5. Check the bell for security of mounting and connections. Examine the contacts for signs of pitting or burning and clean with a contact file as necessary. The adjustable contact can be set by loosening the castellated locknut and turning the contact screw as necessary. Lock the contact screw with the locknut when the adjustment is satisfactory. The dome of the bell should be turned to obtain the best ringing position before securing it by tightening the centre bolt.

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