

Chapter 57

FLIGHT REFUELING INDICATOR, PAGE C.5570

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LEADING PARTICULARS

<i>Flight refuelling indicator, Page C.5570</i>	<i>Ref. No. 5CZ/7415</i>
<i>Operating voltage</i> 28V. d.c.
<i>Lamp, filament, A.259, 28V. 0.04 A.I.W. (7 off)</i>	<i>Ref. No. 5L/9959118</i>
<i>Overall dimensions (in.)</i>	5.31 × 2.79 × 0.81
<i>Weight of unit</i> 0.42 lb.

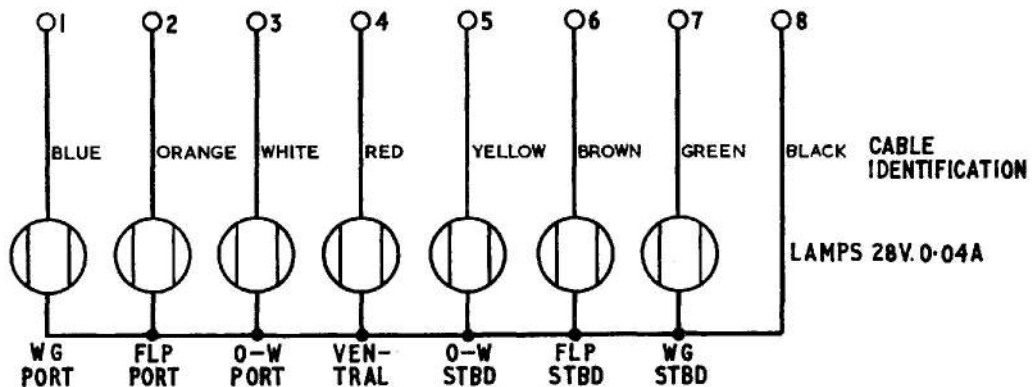


Fig. 1. Circuit diagram

Introduction

1. The Flight refuelling indicator, Page Type C.5570 is designed to indicate the sequence of events in the fuel system of Lightning aircraft when refuelling.

2. The unit groups on one panel the appropriate number of warning lamps fitted behind a caption plate, one for each fuel tank (fig. 1).

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DESCRIPTION

3. The unit comprises a rectangular case in which are located the contact block and lamp panel complete with seven filament lamps. The terminal block and cover are secured to the rear of the case by two screws.

4. The frame is a straight pull-off assembly and is fitted to the front of the unit. The frame assembly is fitted with a caption plate, a dimming device and adjusting wheel. The caption plate, which has seven apertures; each aperture covers a filament lamp denoting its particular fuel tank.

5. To dim from the undimmed condition, turn the adjusting wheel through 90 deg. in either direction.

Electrical connections

6. Electrical connections are made to a terminal block at the rear of the unit, filament lamp connections are completed by individual spring-loaded contact plungers in the contact block.

INSTALLATION

7. The unit is fitted with hinged mounting lugs to allow mounting to a curved surface if required.

SERVICING

8. At the periods prescribed in the relevant Servicing Schedules, the unit should be examined for security of mounting, electrical connections and signs of corrosion.

Testing

9. A test should be performed on the unit for correct operation, when connected to its relevant circuit.

10. Should the test reveal a defective filament lamp, replace by pulling off the front frame, then releasing the Dzus fasteners which hold the lamp panel to the case.

11. After replacing defective lamps, secure the lamp panel to the case with the Dzus fasteners and replace the frame. The indicator should now be tested in its relevant circuit, by operating the flight refuelling switch.

Insulation resistance test

12. Using a 250V. insulation resistance tester, type C or equivalent, measure the insulation resistance between all live parts and the frame; the reading should not be less than 5 megohms.

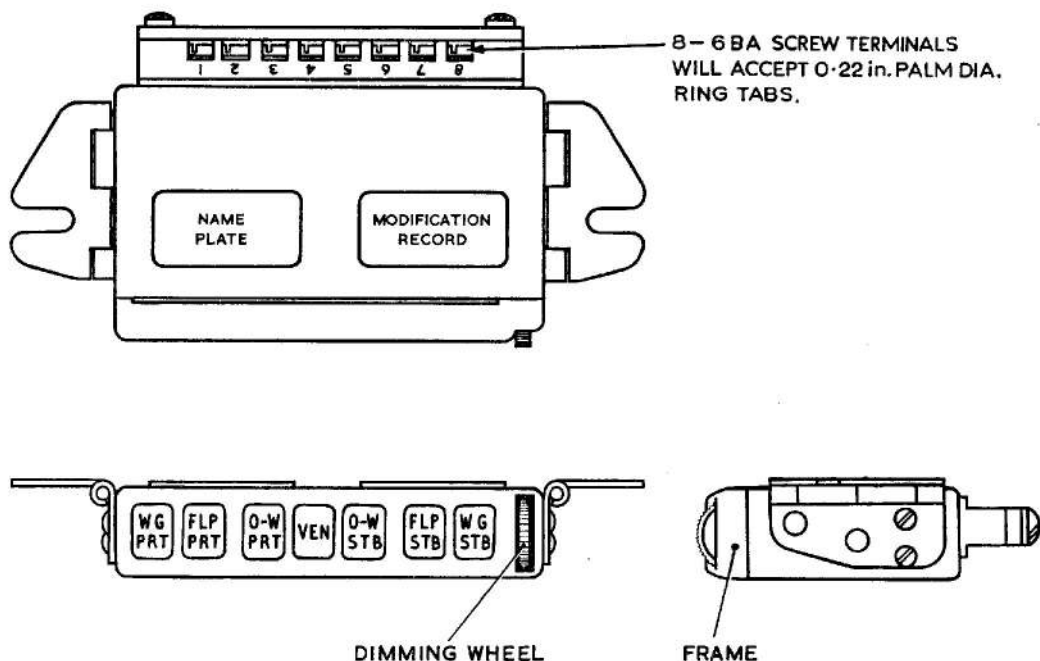


Fig. 2. Indicator unit, C5570

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Chapter 59

LAMP, CABIN WARNING, TYPE V6800

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LEADING PARTICULARS

Lamp, Cabin warning, Type V6800	Ref. No. 26DC/4391
<i>Lamps, filament</i>	<i>Ref. No. 5L/9951254</i>
<i>Operating voltage</i>	28V d.c.
<i>Overall dimensions</i>	
<i>Length</i>	12 in.
<i>Width</i>	2.8 in.
<i>Height</i>	2.1 in.
<i>Weight</i>	0.759 lb.

Introduction

1. The warning lamp, Type V6800 is intended for use in cabin and aircrew compartments to

give a visual indication of the warning to "abandon aircraft". It should be mounted in a prominent position and is separately switched.



Fig. 1. General view

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DESCRIPTION

2. A general view of the lamp is given in fig. 1. The lamp housing is constructed of 20 gauge aluminium alloy and contains four lamp-holders bolted to a Tufnol strip. Three holes are drilled in the rear of the housing, two provide ventilation and the third, which is rubber bushed, provides the cable entry.

3. The sign plate is made in two sections. The first section is constructed of $\frac{1}{16}$ in. acrylic sheet sprayed black with the lettering left clear. When dry, the whole sheet is then sprayed red. The second section (front face) is constructed from $\frac{1}{16}$ in. opal perspex and is cemented to the lettered portion on assembly. The complete plate is then drilled to take four 4 B.A. retaining screws.

SERVICING

4. The lamp should be inspected for exterior damage and cracking of the sign plate around the fixing screw holes. Examine for cleanliness and for security of attachment to the aircraft. Access to the filament lamps is by removal of the four sign plate fixing screws.

Insulation resistance test

5. Using an insulation resistance tester, Type C (Ref. No. 5G/152), test between each lampholder and the lamp housing. The minimum reading obtained should be not less than 5 megohms.

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