

Chapter II

RECOGNITION LAMP, TYPE B

LIST OF CONTENTS

	Para.		Para.
Introduction	1	Accessories	3
Modification of existing Type B formation-keeping lamps to Type B recognition lamps	2	Installation	4
		Operation	5
		Servicing	6

LIST OF ILLUSTRATIONS

	Fig.
Angles of divergence	1

Introduction

1. For night flying, aircraft must be equipped with some means of illumination for formation-keeping and identification purposes that is visible to other aircraft at approximately the same level, but invisible from the ground. A coloured recognition lamp, Type B (sometimes known as a "Resin" lamp) which is a modified version of the formation-keeping lamp, Type B, is used on existing aircraft. New aircraft are fitted with the Type A lamp described in Chap. 10 of this section.

MODIFICATION OF EXISTING TYPE B FORMATION-KEEPING LAMPS TO TYPE B RECOGNITION LAMPS

2. Remove the blue glass dome and the screen cap by withdrawing the two 6 B.A. fixing screws. Substitute a metal adapter and a filter cap similar to that used with the Type A lamp. Then replace the fixing screws. Remove the 6-watt filament lamp and replace with a 4-watt lamp of the correct voltage.

ACCESSORIES

3. The following table gives a list of accessories and spare parts available.

Item	Stores Ref.
Recognition lamp, Type B—With blue screen	5CX/803
Filter screen—Red ..	5CX/1917
" " —Green ..	5CX/1916
" " —White ..	5CX/1918
Adapter	5CX/1919
Filament lamp—4 watt, 12 volt	5L/X952221
Filament lamp—4 watt, 24 volt	5L/X952229
Lamp socket—moulded ..	5CX/793

INSTALLATION

4. The lamps are mounted on the trailing edge of the wing tip, either externally, or behind transparent windows in the positions indicated in fig. 1. The angular range of visibility may also be seen in this illustration, the lamp being so positioned that obstruction by the airframe is reduced to a minimum. The bracket with which the formation-keeping lamp Type B is equipped, is still retained, and the method of fixing will remain the same. Where this lamp is fitted externally, care should be taken to see that all sharp corners are removed on the cable entry holes. There is one lamp fitted in each

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wing tip on small aircraft, positioned as shown in fig. 1, and as three screens, clear, red, and green are required for each lamp, stowage will be needed for the screens that are not in use. Stowage boxes for filter screens are provided in which the spare screens can be kept and these should be mounted in a convenient position, two holes to take 4 B.A. fixing screws being provided for this purpose. Larger aircraft have three lamps mounted on each wing.

OPERATION

5. A switch box, Type B, is used for controlling the lamps, and by use of the appropriate screen, a clear or coloured light may be shown. On aircraft where three lamps are fitted on each wing, the desired colour may be selected by means of a selector switch-box, Type A, the circuit being so wired that only one colour can be employed at a time.

SERVICING

6. The operation of the lamps should be checked by switching them on. Filament lamps should be kept clean, access to them

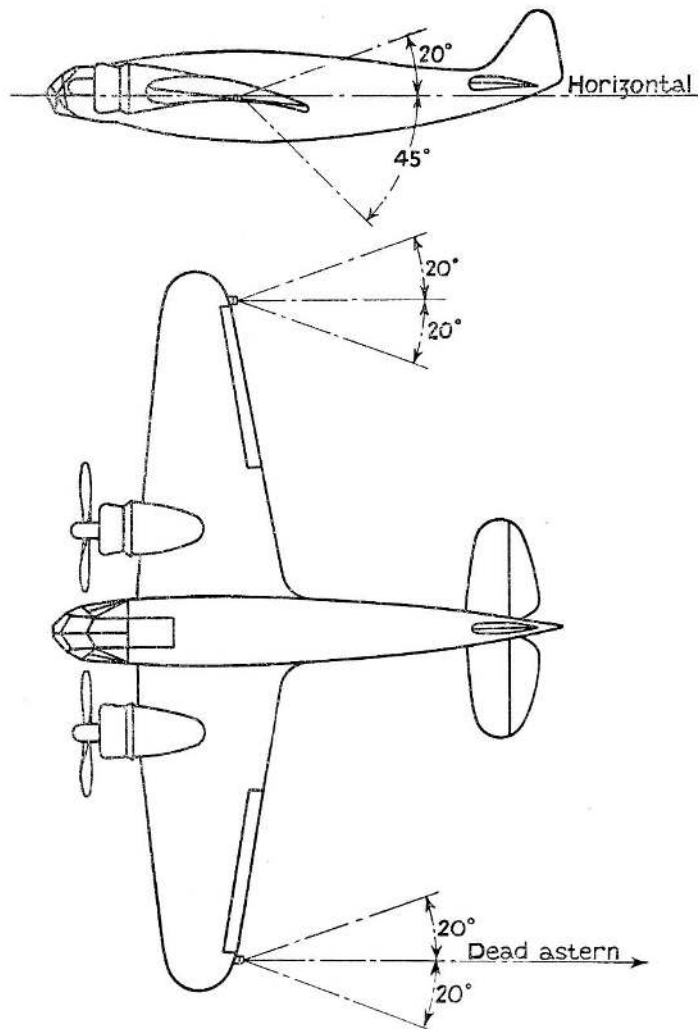


Fig. 1. Angles of divergence

being obtained by removing the filter screen. They should be replaced when the glass shows signs of discolouration. The lamp socket plungers must be kept clean and should show no signs of sticking.

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