

GROUP F2 NAVIGATION LAMPS AND PRESSURE HEAD HEATER (CODE N AND P)

LIST OF CONTENTS

	<i>Para.</i>
<i>Introduction</i>	1
DESCRIPTION	
<i>Navigation lamps</i>	2
<i>Pressure head heater</i>	3
<i>Operation</i>	4
SERVICING	5
REMOVAL AND ASSEMBLY	6

ILLUSTRATION

	<i>Fig.</i>
<i>Navigation lamps and pressure head heater</i> ...	1

Introduction

1. This group contains a brief description of the electrical circuits for the navigation lamps and pressure head heater. A routing and theoretical diagram of the circuits is also included, together with the necessary servicing information required to maintain the equipment in an efficient condition. For detailed information on the standard components used, reference should be made to the appropriate volumes of A.P.4343 series. A description of the electrical system as a whole, including system wiring details, referencing of components and general servicing, will be found in Group A1 of this chapter. The removal of the major electrical equipment is given in Group A2, while the location, including the means of access, is indicated in Group A3.

DESCRIPTION

NAVIGATION LAMPS

2. Three navigation lamps, fitted in housings covered with transparent plastic, are provided, one in the tip of each outer wing and the other in the tip of the anti-buffet fairing at the tail end. The wing-tip lamps are carried in standard Type B lampholders, but the tail lamp is carried in a standard small bayonet batten-type holder incorporated in a Hawker-designed lamp housing. The three lamps are controlled by an ON/OFF switch on the cockpit starboard shelf.

PRESSURE HEAD HEATER

3. The electric heater element of the Mk. 9 pressure head, projecting forward from the port wing tip, is controlled by an ON/OFF switch located on the leg panel adjacent to

the battery, camera and engine master switches.

Note . . .

When the aircraft is on the ground, the heater in the pressure head must not be switched on for more than two minutes or the heat will crack the insulators on the element.

OPERATION

4. The operation of the navigation lamps and pressure head heater circuits should be clear from reference to the theoretical diagrams (fig. 1).

SERVICING

5. For servicing of the electrical system as a whole, reference should be made to Group

A1 of this chapter, which also includes a table giving the types of filament lamps used in the navigation lamps circuit. Apart from keeping all the components clean and carrying out the routine tests of security and serviceability, no further servicing should be necessary.

REMOVAL AND ASSEMBLY

6. Once access has been obtained, the removal and assembly of the components forming the navigation lamps and pressure head heater circuits, should present no unusual difficulties. The removal of the cockpit starboard shelf and leg panel, which carry the control switches, is described in Group A2 of this chapter, while the location of, and means of access to, all the components is indicated in Group A3.

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