

GROUP F.2

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

LIST OF CONTENTS

	<u>Para.</u>		<u>Para.</u>
Equipment employed	1	SERVICING	
DESCRIPTION		General	5
Navigation lamps	2	REMOVAL AND ASSEMBLY	
Pressure head heater	3	General	6
Operation	4		

ILLUSTRATION

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

Equipment employed

1. The major components employed in the navigation lamps and pressure head heater circuit are quoted below, together with the appropriate Air Publications

to which reference should be made for a detailed description and the necessary servicing required to maintain them in an efficient condition.

Navigation lamps

Lampholders, port and starboard, Type B	A.P.4343E, Vol.1, Sect.7, Chap.14.
Lampholder, tail	Hawker design.
Switch, single-pole upright off Rotax, Type D.5404	A.P.4343C, Vol.1, Sect.1, Chap. -.

Pressure head heater

Pressure head Mk.9A	A.P.1275B, Vol.1, Sect.1, Chap.17.
Switch, single-pole upright off Rotax, Type D.5404	A.P.4343C, Vol.1, Sect.1, Chap. -.

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 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 a single-pole, ON/OFF switch situated on the cabin starboard shelf.

Pressure head heater

3. The electric heater element of the pressure head, projecting forward from the port wing tip, is controlled by a single-pole 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 and destroy them.

Operation

4. The operation of the navigation lamps and pressure head heater circuits should be obvious, once reference is made to the theoretical diagrams given in fig.1 of this group.

SERVICING

General

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

General

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 location and access to all the components, together with the removal of the cabin starboard shelf and leg panel, which carry the control switches, is fully described in Group A of this chapter.

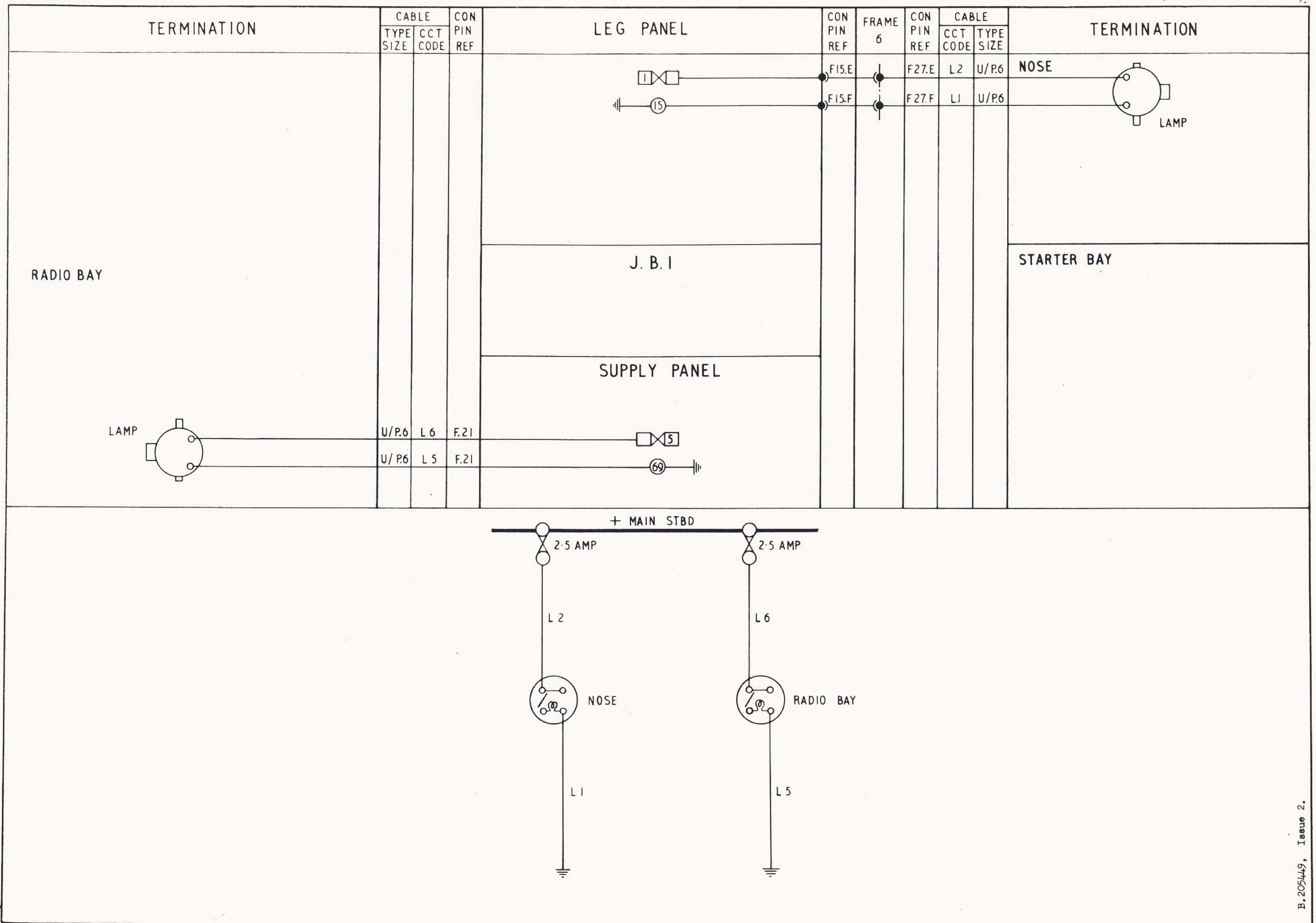


FIG. 1 SERVICING LAMPS

This file was downloaded
from the RTFM Library.

Link: www.scottbouch.com/rtfm

Please see site for usage terms,
and more aircraft documents.

