

Chapter 10

RECOGNITION LAMP, TYPE A

LIST OF CONTENTS

	Para.		Para.
Introduction	1	Installation	4
Description	2	Operation	5
Accessories	3	Servicing	6

LIST OF ILLUSTRATIONS

	Fig.
Recognition lamp, Type A	1
Angles of divergence	2

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 A (sometimes known as a "Resin" lamp) is designed for this purpose.

DESCRIPTION

2. Fig. 1 shows the lamp, which is 2.75 in. long, 1.17 in. in diameter, and weighs 2 oz. Fig. 2 shows the range of visibility of the lights together with the position in which they are mounted on the aircraft. With reference to fig. 1, a moulded lamp socket (2) of the standard spring loaded plunger type is employed, the skirt has holes (4) drilled and tapped at diametrically opposite points to take two 6 B.A. fixing screws for securing the fitting to the airframe. The brass filter screen holder (5) fits over the lamp socket to which it is attached by two 6 B.A. csk/hd. screws (3). The filter screen (7) is a sliding fit in its holder, and has three small raised punchings which engage behind the recessed end of the

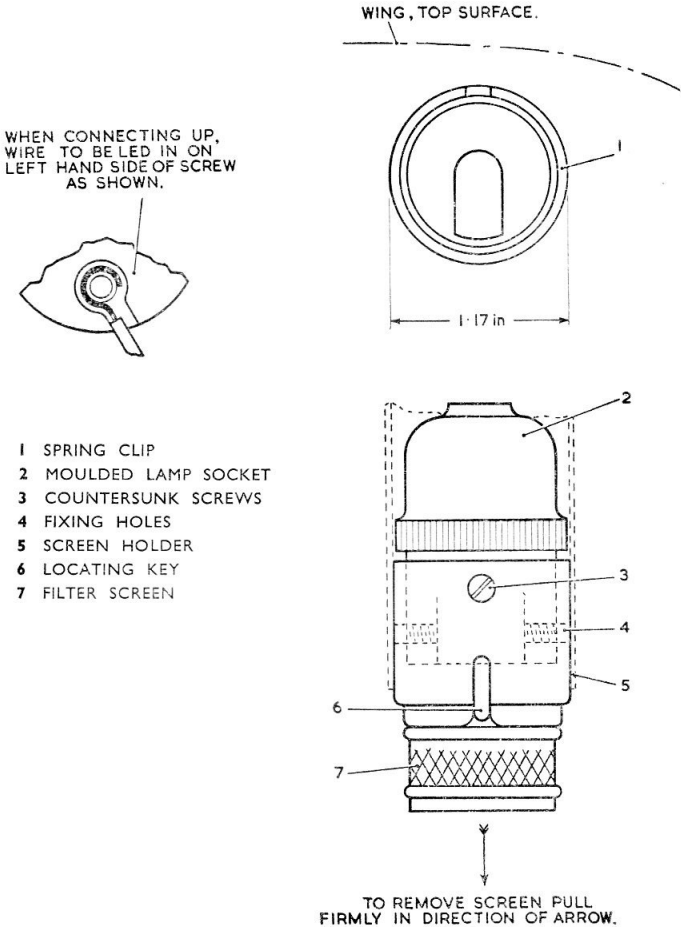


Fig. 1. Recognition lamp, Type A

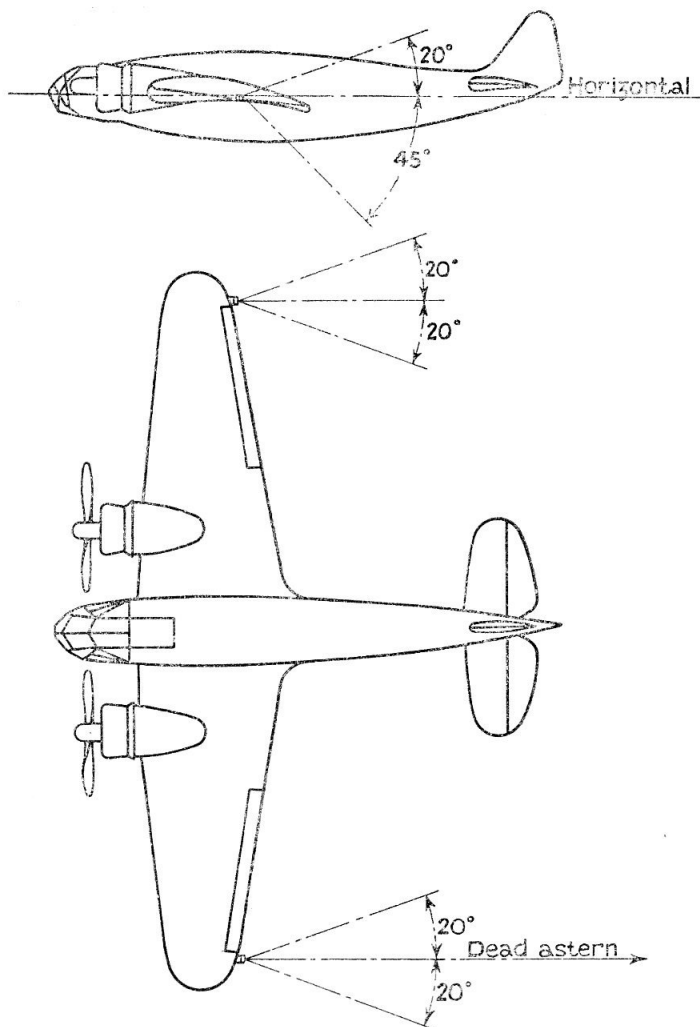


Fig. 2. Angles of divergence

holder and act as a snap fastening. A raised portion (6) fits into a slot cut in the holder, thus ensuring assembly in one position only. The glass is secured by a circular spring clip (1) which fits into a groove in the end of the filter screen.

ACCESSORIES

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

Item	Stores Ref.	Item	Stores Ref.
Recognition lamp, Type		Lamp socket—moulded ..	5CX/793
A—less filter screen ..	5CX/1914	Filament lamp—4 watt,	
Filter screen—Red ..	5CX/1917	12 volt	5L/X952221
„ „ —Green ..	5CX/1916	Filament lamp—4 watt,	
„ „ —White ..	5CX/1918	24 volt	5L/X952229

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. 2. The angular range of visibility may also be seen in this illustration, the lamps being so positioned that obstruction by the airframe is reduced to a minimum. Two holes, tapped to take 6 B.A. screws, and situated on either side of the lamp socket, are used for securing the lamp to the aircraft. Care should be taken to ensure that the fixing screws do not project through the skirt of the lamp socket, otherwise difficulty will be experienced when inserting the filament lamps.

OPERATION

5. A switch box, Type B, is used for controlling the lamps. 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 switchbox, 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 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.

RESTRICTED