

Chapter 12

NAVIGATION LAMPS, TYPES A and B

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LEADING PARTICULARS

Navigation Lamp, Type A (Port)	...	...	...	Ref. No. 5CX/492
Navigation Lamp, Type A (Stbd.)	...	...	...	Ref. No. 5CX/496
◀ Navigation Lamp, Type B (Port)	...	...	...	Ref. No. 5CX/887
Navigation Lamp, Type B (Stbd.)	...	...	...	Ref. No. 5CX/889 ▶
Glass, Red	...	...	...	Ref. No. 5CX/493
Glass, Green	...	...	...	Ref. No. 5CX/497
Filament lamp, 28V, 24W S.B.C.	...	...	...	Ref. No. 5L/9952431

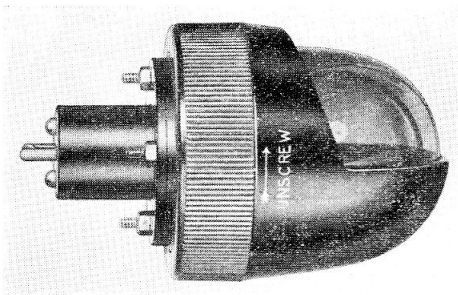


Fig. 1. Navigation lamp, Type A

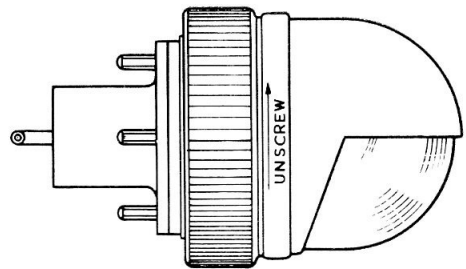


Fig. 2. Navigation lamp, Type B

Introduction

1. All aircraft flying at night must be equipped with lights to indicate their presence, position, and as far as possible the general

direction in which they are heading. The port and starboard lamps are similar, the only difference being in the colour of the glass dome.

RESTRICTED

DESCRIPTION

2. The Type A and B lamps are similar in general construction, the Type B varying only in that it has a metal screen cap in lieu of the moulded Bakelite one fitted to the Type A. In other respects it is similar and only the Type A will be described. ▶

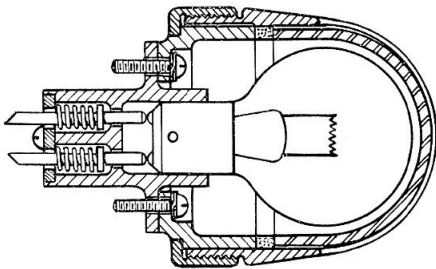


Fig. 3. Sectional view of Type A

3. Made mainly of moulded synthetic resin compound, the lamp comprises a filament lamp, a lamp socket, a cap support, a screen cap and a coloured glass dome. A cap

securing ring secures the cap to the cap support. A cork gasket is fitted between the glass screen and the cap support to prevent the ingress of moisture.

4. The spring loaded plungers of the socket are hollowed at the outer ends to receive the supply cables. The glass dome is partially masked by the screen cap which is cut away between the vertical centre plane and a plane 110 degrees from it in the outboard direction. Both planes intersect at the lamp filament.

SERVICING

5. The filament lamps may be checked by a functional test or a continuity test. The lamp and glass dome should be cleaned with a dry cloth and the cable connections examined for security and damaged insulation. Examine the cap securing ring threads for serviceability and each part of the whole item for signs of damage, hair cracks and distortion. Examine the joint rings for signs of damage or perishing, and renew if necessary.