

ADMIRALTY  
AIR MINISTRY

## Chapter 16

### COCKPIT LAMP, MK. 2

#### LIST OF CONTENTS

|                     | Para. |
|---------------------|-------|
| Introduction ... .. | 1     |
| Description ... ..  | 3     |
| Servicing ... ..    | 5     |

#### LIST OF ILLUSTRATIONS

|                                       | Fig. |
|---------------------------------------|------|
| Cockpit lamp, Mk. 2 ... ..            | 1    |
| Sectional view of cockpit lamp ... .. | 2    |

#### LEADING PARTICULARS

|                                |                        |
|--------------------------------|------------------------|
| Cockpit lamp, Mk. 2 ...        | Stores Ref. 5C/366     |
| Overall extended length ... .. | 4 $\frac{3}{4}$ in.    |
| Weight ... ..                  | 5 $\frac{3}{4}$ oz.    |
| Filament lamp—                 |                        |
| 12-volt, 6-watt (S.B.C.) ...   | Stores Ref. 5L/X952254 |

ELECTRICAL MANUAL, STATIC CONSUMER EQUIPMENT  
(AIRBORNE)

This is A.L. No. 22 to A.P. 4343E, Vol. I

Section 7. List of Chapters : delete "(to be issued later)" after the title of Chapter 16, and write "(A.L. 22)" in the outer margin against the deletion. Insert this Chapter 16 to follow Chapter 15, and record the incorporation of this A.L. in the Amendment Record Sheet.

RESTRICTED

## Introduction

1. The amount of illumination in cockpits should be only sufficient to allow the instruments and controls to be seen easily. Excess of light is undesirable, since if the pilot looks from a brightly lighted interior to comparative darkness outside, his eyes will take time to adapt themselves to the difference.

2. The cockpit lamps are therefore arranged so that the light they give can be used as effectively as possible and so that a minimum of stray light is produced. Means are provided for adjusting the brightness to suit the prevailing conditions.

pivot pin, and on it is a steel spring to provide a strong friction control on the joint. The lamp is fitted with an inner and an outer masking tube which slide on each other. Each tube has an aperture extending half way round it, so that by sliding one on the other an effective opening of any length and width can be obtained, and this can be directed in any way by turning the mask on the lamp holder and pivoting the holder on the mounting bracket.

## SERVICING

5. No routine servicing of the lamps is required. The glasses should be kept clean, and the movement of the lamps should be

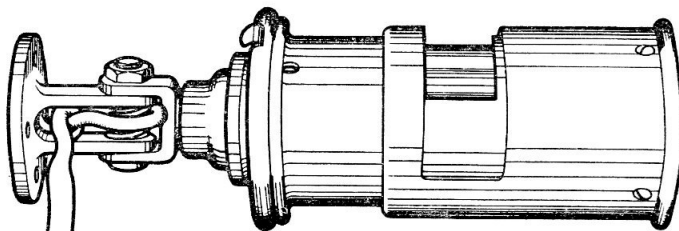


Fig. 1. Cockpit lamp, Mk. 2

## DESCRIPTION

3. This lamp (*fig. 1*), is intended for flood-lighting instrument boards. It is designed for mounting on the board itself, and can be adjusted in any direction so that the light can be used in the most effective way. It is fitted with an orange glass (Stores Ref. 5C/643,) and is supplied with a 6 ft. length of Duflex 4 cable.

4. A standard small bayonet lamp socket is screwed on to a mounting stirrup, and this is hinged to the mounting bracket as shown in *fig. 2*. A special bolt serves as a

such that the adjustments can be easily made by hand but will not be disturbed by vibration. Access to the filament lamp is obtained by pressing back the catch spring and disengaging the mask from the bayonet pin.

6. The end cap of the outer tube is fixed by four small screws, which are liable to be loosened by vibration. They should be tightened up and locked, if this is not already done, by centre-punching the edge of the head so as to expand it into the adjacent metal.

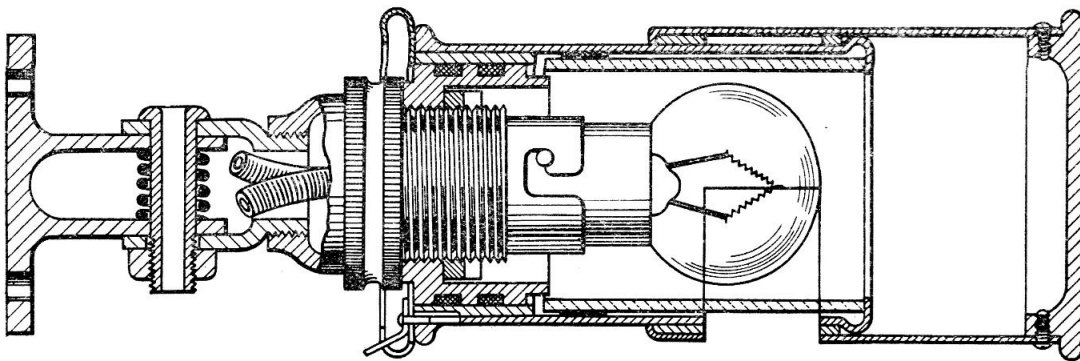


Fig. 2. Sectional view of cockpit lamp

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