Chapter 17

COCKPIT LAMP, TYPE C, No. 2

LIST OF CONTENTS

LIST OF ILLUSTRATIONS

LEADING PARTICULARS

Cockpit lamp, Type C, No. 2	Stores Ref. 5CX/4058
Weight (including filament lamp)	3 oz.
Screens available—	
Uncut	Stores Ref. 5CX/2280
With vertical slot, $\frac{1}{2}$ in. wide (C)	Stores Ref. 5CX/3364
With lateral slot, $\frac{1}{4}$ in. wide (D)	Stores Ref. 5CX/3365
With $\frac{1}{4}$ in. dia. end aperture (A)	Stores Ref. 5CX/3413
With $\frac{3}{8}$ in. end aperture (A)	Stores Ref. 5CX/3414
With side aperture (B)	Stores Ref. 5CX/3430
(For significance of letters, refer to fig. 2)	
Weight of screen	$\frac{1}{2}$ oz.
Filament lamp (general lighting)—	
2·8 watt, red (M.E.S.), 24-volt	Stores Ref. 5L/X.951263
or 3·5 watt, yellow (M.E.S.), 28-volt	Stores Ref. 5L/X.951278
Filament lamp (emergency lighting)—	
0·75 watt, amber (M.E.S.), 2·5-volt	Stores Ref. 5L/X.951130
or 0·75 watt, red (M.E.S.), 2·5-volt (naval use only)	Stores Ref. 5L/X.951134

Introduction

1. The cockpit lamp, Type C, No. 2 is used for general and ancillary lighting, and also for emergency lighting. This forms part of the dual system of cockpit lighting, as described in A.P.4343, Vol. 1, Sect. 21.

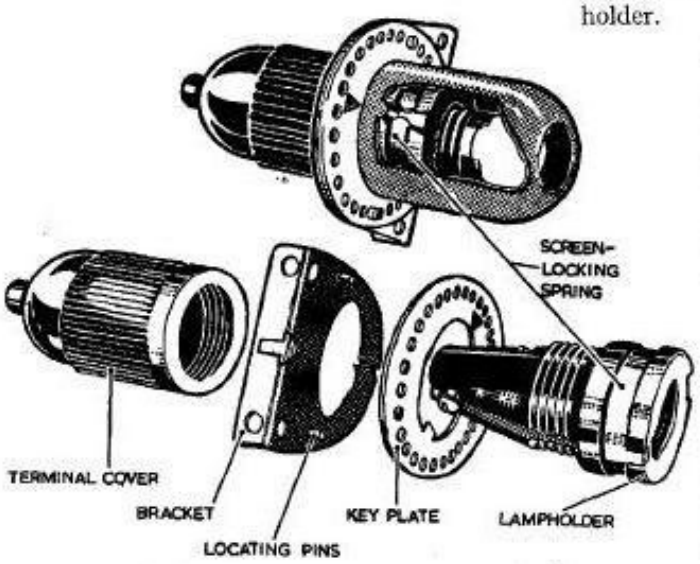

Fig. 1. Cockpit lamp, Type C, No. 2

DESCRIPTION

2. The cockpit lamp, Type C, No. 2 (*fig.* 1) is fitted with a key plate and a special bracket with locating pins. These pins are positioned so that they engage a pair of the holes perforated around the key plate, and any variation can be effected by turning the plate.

3. The key in the plate engages a slot in the lampholder; the lampholder can thus be set so that the light passing through the screen can be directed as required, and locked in that position, by screwing the terminal cover on to the body of the lampholder. A spring clip encircles the lampholder; this clip engages a stud on the inside of the screen, and so secures the screen in position on the holder.

4. Five screens (*fig.* 2), varying in size and position of the aperture as indicated in Leading Particulars, are available for this type of lamp, and these, together with the facility of orientation afforded by the incorporation of the key plate in the design of the lamp, are intended to meet the majority of applications. The uncut screen, which will be required only when it is necessary to cut an aperture to meet a particular installation requirement, should seldom be needed. All the screens are fitted internally with a stud, shown at A, fig. 2, by which the screen is located and retained on the lampholder.

General lighting

5. When used for general and ancillary lighting, clear red or clear yellow lamps, as listed under Leading Particulars, are fitted. A general description of the dual system of cockpit lighting, employing this equipment, is given in A.P.4343, Vol. 1, Sect. 21.

Emergency lighting

6. When used in the emergency standby installation, a clear amber lamp may be fitted instead of the red lamp where extra illumination is required. The items comprising this installation are listed in A.P.4343, Vol. 1, Sect. 21.

SERVICING

7. When renewing filament lamps, the screen must be removed to allow the old lamp to be taken out and the new one screwed in its place. It should be noted that the locating stud on the screen is on the side away from the bracket.

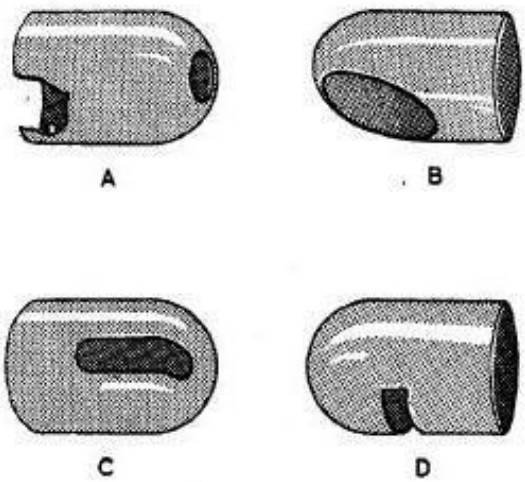

Fig. 2. Cockpit lamp screens

8. The mounting bracket of the lamp is split, and the lamp may be removed by undoing the moulded terminal cover and pushing the lamp forward until the leads pass through the split.

9. It is essential that damaged or worn-out lamps and fittings should be replaced by new ones of the type specified for that particular position. The black coaming in each aircraft has been specially designed for that particular type, and damaged coaming should therefore be renewed with the utmost care exactly as it was originally.