

Chapter 43

TAIL NAVIGATION LAMPS, THORN, TYPE 80/10/0200 and TYPE 80/10/1623

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LEADING PARTICULARS

<i>Tail navigation lamp, Thorn, Type 80/10/0200 (formerly TNL/60)</i>										<i>Ref. No. 5CX/5328</i>
<i>Tail navigation lamp, Thorn, Type 80/10/1623</i>										<i>Ref. No. 5CX/5583</i>
<i>Weight</i>	...	...	...	...	...	...	...	...	...	$4\frac{1}{2}$ oz.
<i>Diameter</i>	...	...	...	...	...	...	...	...	...	$2\frac{7}{8}$ in.
<i>Terminal connection</i>	...	...	...	...	...	...	...	...	...	6B.A. screw
<i>Filament lamp, 28 volt, 12 watt (for 80/10/0200)</i>										<i>Ref. No. 5L/9953294</i>
<i>Filament lamp, 28 volt, 24 watt (for 80/10/1623)</i>										<i>Ref. No. 5L/9952431</i>

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Introduction

1. The Thorn, Type 80/10/0200 and Type 80/10/1623, tail navigation lamps are used, together with the other navigation lamps, to give an indication of the presence, position, and direction of flight of the aircraft at night.



Fig. 1. Tail navigation lamp, Thorn, Type 80/10/0200

They are mounted in the tail cone of the aircraft and are designed to show an unobstructed white light at the rear. The Type 80/10/0200 is the lamp described and illustrated in this

chapter; the Type 80/10/1623 lamp differs from it only in the metal cover and filament lamp, and is the high intensity version of the lamp.

DESCRIPTION

2. A general external view of the lamp is shown in fig. 1, and a sectional view in fig. 2. It comprises a circular base plate, to which is attached a combined terminal block and lampholder, and a glass dome which is held in place by a spun metal cover.

3. The lampholder and terminal block is secured to the base plate by a flanged housing. This flanged housing is secured to the base plate by three 6B.A. screws while three more 6B.A. screws secure the terminal block to the housing.

4. The flanged edge of the glass dome is embedded in a moulded rubber packing piece, which is fitted inside the conical cover and cushions the glass from vibration and shock. The cover has an aperture cut in it through which the dome protrudes to provide the required light divergence; the cut-away of the Type 80/10/0200 has an angle of 70° either side of the vertical axis of the lamp, and the Type 80/10/1623 has an angle of 83° either side of the vertical axis. The increased size of the aperture in the Type 80/10/1623 lamp provides for the correct utilization of the higher wattage filament lamp fitted, as required by international requirements for navigation lamps.

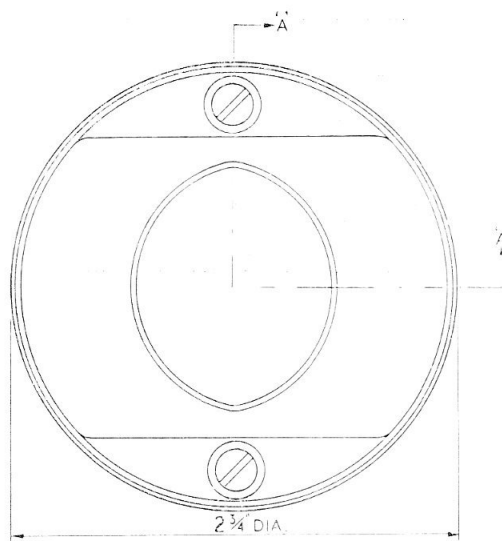
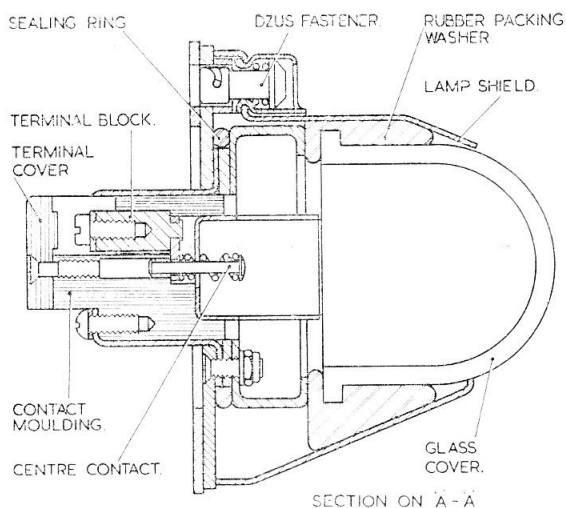


Fig. 2. Sectional view of a typical lamp

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INSTALLATION

5. The lamp is attached to a coned plate in the fuselage tail by three 4B.A. fixing screws. The terminal block passes through a $1\frac{1}{4}$ in. hole in the fixing plate.

SERVICING

6. The glass dome should be examined and cleaned, if necessary, both inside and outside.

The glass is removed from the lamp by releasing the two Dzus fasteners, and removing the spun metal cover and the glass complete. If the filament lamp show signs of undue blackening it should be renewed to prevent failure during operational periods. The cable ends should be examined for signs of damage, and the connections should be secure and free from corrosion.

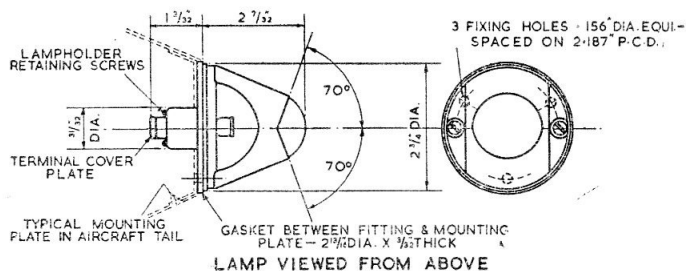


Fig. 3. Installation drawing