

Chapter 73**CABIN LAMP, G.E.C. TYPE F.M. 1941****LIST OF CONTENTS**

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LEADING PARTICULARS

Cabin lamp, G.E.C. Type F.M.1941	Ref. No. 26DB-8731
<i>Operating voltage</i>	28V d.c.
<i>Overall dimensions</i>	
<i>Length</i>	10 $\frac{3}{4}$ in.
<i>Width</i>	3 $\frac{3}{8}$ in.
<i>Depth</i>	1 $\frac{7}{8}$ in.
<i>Projection behind the panel</i>	1 $\frac{5}{8}$ in.

Introduction

1. The cabin lamp, G.E.C. Type F.M.1941 is designed to give general illumination in

aircraft cabins and is separately switched from a remote position.



Fig. 1.—General View

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DESCRIPTION

2. The lamp is constructed in two parts, namely a reflector and lampholder assembly and a front cover. They are made of aluminium and finished in anodised silver. Three lampholders are contained within the reflector, the inside surface of which is sprayed white. The front cover is finned to give greater protection to the filament lamps. The whole item is recessed in the roof with only the front cover projecting, and is retained by six 4 B.A. screws through the reflector frame.

SERVICING

3. Access to the filament lamps for renewal

is by releasing the two oddie studs, one at each end of the front cover, and removing the front cover. Clean the reflector and front cover with a dry soft cloth. Examine the reflector assembly for security of attachment to the airframe, and the oddie clips for security to the reflector frame. Examine the lampholders for security of attachment to the reflector frame.

Insulation resistance test

4. Using an insulation resistance tester, Type C Ref. No. 5G/152, test between each centre contact of the lampholders and the reflector frame. The minimum reading obtained should be not less than 5 megohms.

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