

Chapter 8

UPWARD IDENTIFICATION LAMP, TYPE C

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Introduction

1. Aircraft fitted with these lamps may show a steady light, white or coloured as predetermined, to other aircraft flying above. They may also signal in code by means of the same lamp. The lamps are visible from any position above the aircraft.

DESCRIPTION

2. The lamp (Stores Ref. 5C/559), is illustrated in fig. 1 and 2. The overall height is $3\frac{1}{2}$ in. and the weight is approximately 6 oz. The body of the lamp consists of a moulded base of synthetic resin compound, in which a bayonet type lamp socket is formed. A well glass, held in position by a moulded bezel ring, bears on a rubber gasket which renders the assembly weather-proof.

3. The contacts are mounted at the ends of curved leaf springs attached to the underside of the base. The fixing screws for the springs also form the electrical connections to the terminals. The latter are mounted on the upper side of the base and are accessible from the front of the lamp when the glass is removed. An insulated cover disc is screwed to the base underneath the contacts. A hole drilled in the base and another in the cover plate afford entry for the cables.

4. A 12-volt, 16-watt bulb (Stores Ref. 5L/450), with a small bayonet cap and frosted bulb is employed. The identification lamp is normally fitted with a clear glass, but a red glass (Stores Ref. 5C/613) and a green glass (Stores Ref. 5C/614) are also available.

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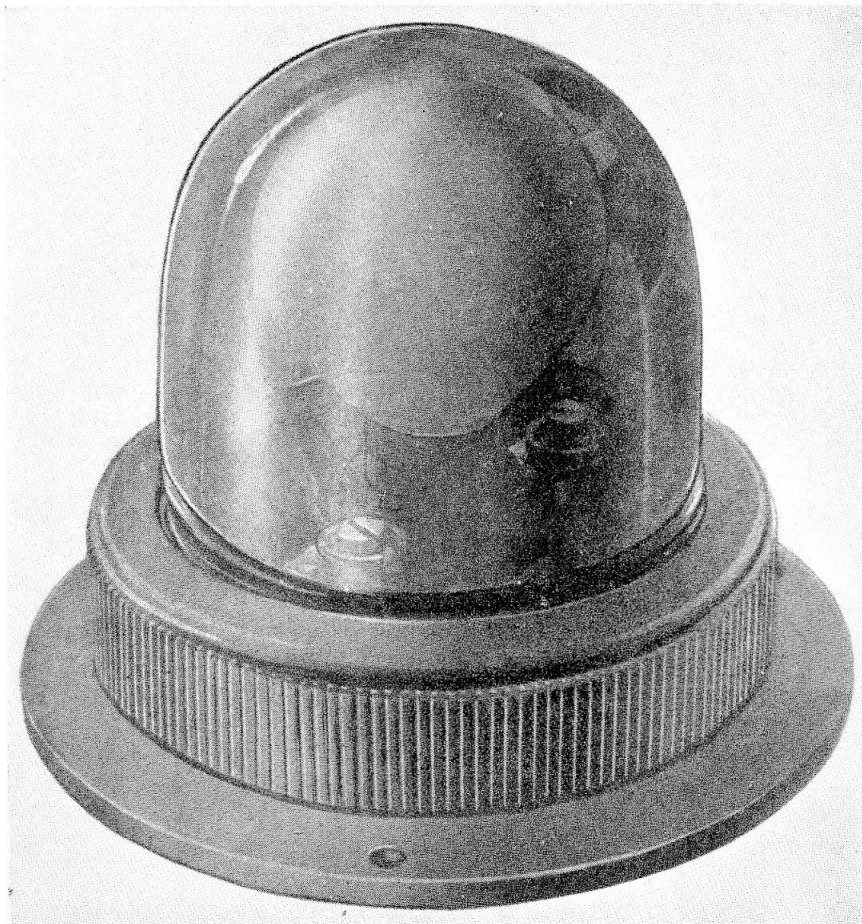


Fig. 1. Upward identification lamp, Type C

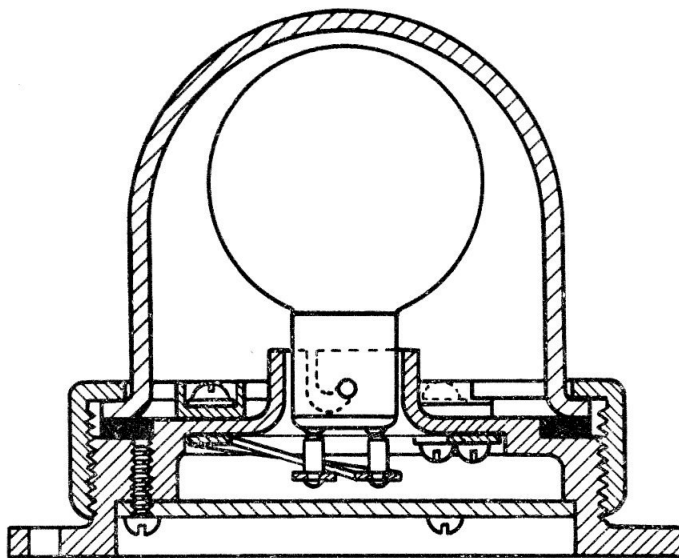


Fig. 2. Sectional view of lamp

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Mounting

5. The lamp should be fixed to a horizontal surface of the aircraft. The flange on the base is drilled with three equally spaced holes on a 3.35 in. pitch circle, for 4 B.A. screws or No. 6 round-head wood screws.

Operation

6. The lamps are controlled by an identification switchbox usually located in the cockpit. Either upward or downward lamps may be kept on to give a steady light, or alternatively they may be connected together or separately, to a signalling key.

Range

7. The range at which signalling can be carried out depends on the angle of elevation of the observer from the aircraft, the colour of the glass, and on the weather conditions. In clear weather, in the dark, the greatest

distance at which signalling can be carried out satisfactorily is 3 miles with a clear glass, $2\frac{1}{4}$ miles with a red glass, and 2 miles with a green glass. The range in a horizontal direction is about $\frac{1}{4}$ to $\frac{1}{2}$ mile greater than these figures.

Signalling

8. A rate of signalling of approximately eight words per minute is the maximum that can be read without confusion when using these lamps.

SERVICING

9. There is little routine servicing of these lamps, but their operation should be checked by switching them on and off and seeing that they light. The glasses and lamp bulbs must be kept clean, and the bulbs watched for signs of blackening in order to avoid failure during operational use.

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