

Group 2 PROTECTION AIDS

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DESCRIPTION

Introduction

1. Details are given in this Group of the power supplies, controls, and the general purpose of each installation. Full descriptions of the equipment are given in various Air Publications, references to which will be found in the relevant paragraphs of this Group.

Power supplies and control

2. The generation of power supplies and their routeing to the power distribution box are described in Book 2, Sect. 5, Chap. 1.

Power distribution box

3. This box is mounted near the centre of the radio crate. The front panel is hinged

at the bottom, and mounted on it are the inverter switches and failure neons and lamps together with the radar installations control switches. Mounted inside the box are relays 1 to 7 and the fuse blocks; these are accessible when the front panel is hinged down. The outlet plugs and sockets are mounted on the rear of the box, each being

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colour-coded as indicated on the routing diagrams; where items are double colour coded, the first named colour appears on the left half of the locking ring.

**A.R.I.5800, TAIL WARNING
(ORANGE PUTTER) MOD. 1034**

4. A.R.I.5800 is an X band automatic tail warning primary radar equipment. It provides the pilot's and post Mod. 1408, the A.E.O., with aerial and visual warning of the approach from the rear, of other aircraft.

5. As installed in this aircraft, the equipment provides a zone coverage of +20 to -60 deg. in elevation and ±60 deg. in azimuth, with a range of at least 105 miles.

6. The presence of a target within the prescribed zone is indicated on a cathode-ray tube which is mounted on the coaming in front of the first pilot. A spot is produced on the screen, its position on the screen corresponding to the elevation and azimuth of the target as measured from the tail of the aircraft.

7. Indication is also provided by a warning note on the intercom. which may be switched off if desired.

8. For a full description of the principles involved, and the various items of equipment incorporated in the installation, reference should be made to A.P.2891H. A brief summary of the equipment is given in the following paragraphs.

9. The installation comprises the following items, located as stated:—

Indicator C.R.T., Type 27	} Pilot's cockpit	
Control unit, Type 611		
Auxiliary control unit, Type 912		
B scope indicator (C.R.T.) Type 4575 (post Mod. 1408)	} Radio crate	
B scope control unit, Type 4577 (post Mod. 1408)		
B scope power unit, Type 4576 (post Mod. 1408)		
Suppressor, false warning		
Junction box, Type 4709		
Relay, Type 4827		
Waveform generator, Type 76	} Radar crate	
Junction box, Type 4709		
Junction box, Type 398		
Radar head, Type 1, 10D-18501 consisting of	} Tail cone	
Scanner, Type 119		
Transmitter-receiver, Type 3960		

Radar head, Type 1

10. This unit, consisting of scanning unit Type 119 and transmitter-receiver Type 3960, is mounted in a ring-shaped casting. Four $\frac{3}{8}$ in. B.S.F. studs, screwed into the casting, locate in clearance holes in the tail cone, the unit being secured in position by washers and nuts screwed on the studs. Three removable panels provide access for this operation.

11. The scanning unit, protected by a radome which is secured to the radar head by twelve bolts around its periphery, consists of an eight-inch paraboloid rotated continuously in azimuth and reciprocated through 80 deg. in elevation.

12. The transmitter-receiver is made up of four sub-assemblies mounted in a cover and is pressurized by means of a Schrader valve and hand pump.

13. The plugs, sockets, etc., are mounted on the underside of the radar head, and are accessible when a clamping ring is removed.

Waveform generator, Type 76

14. This unit, mounted at the aft end of the radar crate in the compartment above the nose wheel bay, contains the counting, and pulse-forming circuits necessary to

analyze the intelligence from the radar head, to supply information to the indicator and to produce the warning note.

15. The unit is pressurized, and a silica gel desiccator is mounted on the top surface. A 3-phase blower is used for cooling.

Note . . .

Post Mod. 2562, when the modified waveform generator is used without the B scope (Mod. 1408) a shorting plug Type 991 must be fitted to SK.507 on the waveform generator. This shorting plug is normally stowed in a stowage socket mounted near the waveform generator.

Control unit, Type 611

16. This unit, on the port quarter panel (on the left of the first pilot's seat), contains all the manual controls necessary for operation of the equipment and the pre-set controls required for maintenance purposes. Three controls only are available to the pilot, namely BRIGHTNESS, E.H.T. RE-SET and STANDLY and WARN. NOTE ON-OFF SWITCH. The remaining controls are pre-set and locked.

Control unit (auxiliary) Type 912

17. This control unit, mounted above control unit Type 611, contains shift and

amplitude controls for the azimuth and elevation sweep voltages. Post Mod. 3002 the control unit is located aft of the port coaming panel.

Indicator C.R.T. Type 27

18. This indicator is clamped in a cradle mounted directly in front of the first pilot on the coaming, and consists of a cylinder containing a cathode-ray tube with a screen diameter of 2 in. A visor is mounted at the front of the unit on a ball-and-socket joint. A stowage is provided for the visor at the port forward corner of the wireless operator's table. All power supply and deflection voltages are fed to the indicator via control unit Type 611.

False warning suppressor

19. Mounted in the navigator's and radio operator's crate at the wireless operator's position, this unit provides some degree of false warning elimination. Two locked pre-set controls, OUTER LEVER and GATING TIME, and an ON-OFF switch, are mounted on the front panel.

B Scope C.R.T. indicator Type 4575 (post Mod. 1408)

20. Mounted in the radio rack at the radio operator's position, this unit is secured by four $\frac{1}{2}$ in. B.S.F. bolts, in a mounting assembly Type 3609 directly beneath the false warning suppressor.

Relay Type 4827

21. This unit is mounted at the rear of the false warning suppressor.

B scope power unit Type 4576 (post Mod. 1408)

22. The power unit is mounted on an assembly Type 3609 which is secured to a mounting structure on the cabin flooring under the table at the wireless operator's opposition. It is secured by four $\frac{1}{4}$ in. B.S.F. bolts, check washers and anchor nuts. The three connectors are attached at the rear of the unit.

B scope control unit Type 4577 (post Mod. 1408)

23. This unit is mounted directly above

the false warning suppressor, secured to the panel by four 4 B.A. bolts. Six locked pre-set controls are mounted on the front panel.

Power supplies

24. The power supplies, 24-volts d.c., 115-volts, 400 c/s and 115-volts, 1,600 c/s, are obtained from the power distribution box on the radio crate.

A.R.I.5848, I.F.F. Mk. 10

(AIRBORNE)

25. A.R.I.5848 is installed to provide automatic identification as friendly whenever the aircraft is properly challenged by suitably equipped ground or airborne radars. Various forms of this equipment are installed as listed below, these forms fall into two main groups.

A.R.I.5848-A-1—This has a limited range of coding and the receiver-transmitter is unpressurized; the operational ceiling is 45,000 feet. The equipment must be switched off manually when this ceiling is reached.

A.R.I.5848-A-2—This is introduced by Mod. 2141 and is the same as the A-1 version except that it has a modified receiver-transmitter and includes an altitude switch and relay which switches off the 115-volt, 1,600 c/s supply when the operational ceiling is reached.

A.R.I.5848-A-3—This is the same as the A-1 version except that it has a pressurized receiver-transmitter introduced by Mod. 2404. The operational ceiling is now in excess of the aircraft's ceiling so that the equipment need not be switched off above 45,000 ft. If Mod. 2404 is applied to the A-2 version, the altitude switch and relay should be disconnected.

A.R.I.5848-D-2-P-7—This is introduced by Mod. 2403 and is the same as the A-1 version with a modified control unit and includes a coder unit with its control unit. The equipment offers an extended range of coding. Lighting

facilities are built into the two control units and a dimmer switch is provided. This equipment has an operational ceiling of 45,000 ft. and is automatically switched off at this altitude by an altitude switch and relay.

A.R.I.5848-D-3-P-7—This is the same as the D-2-P-7 version except that it has a pressurized receiver-transmitter introduced by Mod. 2404. The operational ceiling is now in excess of the aircraft's ceiling; the altitude switch and relay are now disconnected.

Note . . .

Mod. 2720 introduces I/P facilities to all versions of A.R.I.5848.

26. The equipment provides four different modes of operation. Mode 1 is the basic mode of operation whereby the transponder sends out a single pulse when interrogated. Modes 2 and 3 provide for identifying particular aircraft from many by giving set response to certain pulse interrogations. These two modes are used only when special instructions on their use are given and, while either of these modes is being used, the equipment continues to function in Mode 1.

27. A fourth mode is Emergency, which is used by the Air Electronics Officer to indicate that the aircraft is in distress and requires assistance. The Emergency reply is transmitted to all interrogations regardless of mode.

28. The frequency band covered is 950 to 1,150 Mc/s, and normal working employs only two of twelve channels within this band (one for transmission and one for reception).

29. For detailed information concerning internal circuitry of the units, servicing and setting up, reference must be made to A.P.2887N, Vol. 1.

30. The installations comprise the following units located as stated:—

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Equipment	Location
A.R.I.5848-A-1	
Receiver-transmitter, Type RT82/APX-6	Radar crate
Switch unit, aerial, Type 2160	Radar crate
Control unit, Type C629/APX-6	Radio crate, Air Electronics Officer's position
Switch, aerial change-over, Ref. No. 5C/4197	Port servicing bay
◀ Aerials, omni, Type 100 (pre-Mod. 3022), Type 4169 (post Mod. 3022) ▶	Above fuselage to rear of dinghy pack pre-Mod. 1793, or above cabin to rear of canopy fairing post Mod. 1793 and below bomb aimer's nacelle
A.R.I.5848-A-2	
Receiver-transmitter, Type 279/APX-6	Radar crate
Switch unit, aerial, Type 2160	Radar crate
Control unit, Type C629/APX-6	Radio crate, Air Electronics Officer's position
Switch, aerial change-over, Ref. No. 5C/4197	Port servicing bay
◀ Aerials, omni, Type 100 (pre-Mod. 3022), Type 4169 (post Mod. 3022) ▶	Above fuselage to rear of dinghy pack, pre-Mod. 1793 or above cabin to rear of canopy fairing, post Mod. 1793 and below bomb aimer's nacelle.
Switch, altitude, Type P.A.D./A/14	Radar crate
Relay, Type S2	Radar crate
A.R.I.5848-A-3	
Receiver-transmitter, Type 4585	Radar crate
Switch unit, aerial, Type 2160	Radar crate
Control unit, Type C629/APX-6	Radio crate, Air Electronics Officer's position
Switch, aerial change-over, Ref. No. 5C/4197	Port servicing bay
◀ Aerials, omni, Type 100 (pre-Mod. 3022), Type 4169 (post Mod. 3022) ▶	Above fuselage to rear of dinghy pack, pre-Mod. 1793, or above cabin to rear of canopy fairing, post Mod. 1793 and below bomb aimer's nacelle.
A.R.I.5848-PD-2-P-7	
Receiver-transmitter, Type 279/APX-6	Radar crate
Switch unit, aerial, Type 2160	Radar crate
Control unit, Type C1158/APX-6A	Radio crate table, Air Electronics Officer's position
Switch, aerial change-over, Ref. No. 5C/4197	Port servicing bay
◀ Aerials, omni, Type 100 (pre Mod. 3022), or Type 4169 (post Mod. 3022) ▶	Above fuselage to rear of dinghy pack, pre-Mod. 1793 or above cabin to rear of canopy fairing, post Mod. 1793 and below bomb aimer's nacelle.
Switch, altitude, Type P.A.D./A/14	Radar crate
Relay, Type S2	Radar crate
Coder unit, Type KY95A/APX-25	Radar crate
Control unit, Type C1128/APX-25	Radio crate table at Air Electronics Officer's position

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Equipment	Location
A.R.I.5848-D-3-P-7	
Receiver-transmitter, Type 4585	Radar crate
Switch unit, aerial, Type 2160	Radar crate
Control unit, Type C1158/APX-6A	Radio crate table, Air Electronics Officer's position
Switch, aerial change-over, Ref. No. 5C/4197	Port servicing bay
◀ Aerials, omni, Type 100 (pre-Mod. 3022), Type 4169 (post Mod. 3022) ▶	Above fuselage to rear of dinghy pack, pre-Mod. 1793 or above cabin to rear of canopy fairing, post Mod. 1793 and below bomb aimer's nacelle
Coder unit, Type KY95A/APX-25	Radar crate
Control unit, Type C1128/APX-25	Radio crate table, Air Electronics Officer's position

Receiver-transmitter

31. All types of this unit are mounted in a tray which is itself mounted on four anti-vibration mountings secured to the radar crate, in the compartment above the nose-wheel bay, near the port side. The three connector sockets are mounted on the front panel. All controls are pre-set and locked and cannot be adjusted in flight. The receiver-transmitter Type 4585 only is pressurized.

Aerial switch unit, Type 2160

32. Mounted on the radar crate directly above the receiver-transmitter, the function of this unit is to switch the equipment between the two aerials alternately. It is sealed and maintained in a dry state by being allowed to breathe through a desiccator unit so mounted as to be accessible for daily servicing. The desiccant is contained in a hollow tubular portion of the desiccator unit and its state is visible through a Perspex front window.

Control unit, Type C629/APX-6

33. This unit is secured to the Air Electronics Officer's panel, in the radio crate, by four 4 B.A. screws. The connector is mounted at the rear.

34. A rotary MASTER switch, mounted on the left of the panel, is engraved OFF, STANDBY, LOW, NORMAL and EMERGENCY. Two additional switches permit selection of three further modes of operation (the other mode is Emergency). When the MASTER selector switch knob is moved to any position other than OFF, a power relay in the receiver-transmitter is energized and, through contacts on the relay which close, the power supplies to the equipment are switched on. Indicator lamps on the panel are not electrically connected.

Control unit, Type C1158/APX-6A (post Mod. 2403)

35. This unit is mounted in the radio crate plotting table at the Air Electronics Officer's position, the controls being flush with the table top. The connector is accessible from underneath.

Switch, aerial change-over

36. This switch is mounted on the structure, in the forward servicing bay on the port side and is secured by four 6 B.A. screws, washers and nuts; it is accessible through the forward of the two servicing hatches. It enables the installation to be tested on the ground using either of the aerials, and

after test must always be locked in the FLIGHT position, with the toggle down. The top position is the UPPER aerial, and the middle position the LOWER aerial.

◀ Aerials, omni Type 100 (pre-Mod. 3022) or Type 4169 (post Mod. 3022) ▶

37. Two similar triangular-shaped blade aerials are fitted, one on the underside of the aircraft about 18 in. forward of the nose undercarriage doors, and one on the top side of the aircraft about 4 ft. forward of the dinghy hatch (pre-Mod. 1793, the upper aerial is mounted immediately aft of the dinghy pack).

Altitude switch, Type P.A.D./A/14 (post Mod. 2141 and pre-Mod. 2404)

38. The 115-volts 1,600 c/s a.c. supply to the receiver-transmitter is controlled by operation of this switch. When the I.F.F. switch on the power distribution box panel is turned to ON, the 24-volt supply is fed via a connector block to the receiver-transmitter and through normally-made contacts of the altitude switch to the energizing coil of a relay, Type S2, which is mounted in front of the switch. The other side of the coil is connected to the d.c. earth, and when the coil is energized, the 1,600 c/s supply is fed to the receiver-transmitter through contacts on the relay. When an altitude of 45,000 feet is reached, the contacts in the altitude switch open and the relay Type S2 is de-energized. The 1,600 c/s supply to the receiver-transmitter is then disconnected. The contacts in the altitude switch re-close at approximately 44,500 feet. The heater elements in the receiver-transmitter are energized at all times that the I.F.F. switch on the power distribution box panel is ON.

Coder unit, Type KY.95A/APX-25 (post Mod. 2403)

39. This unit is mounted on a mounting Type 6475 on the radar crate in the compartment above the nosewheel bay. The unit provides extended coding facilities and is remotely controlled by the Control Unit Type C.1128/APX-25.

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Coder control unit, Type C.1128/APX-25 (post Mod. 2403)

40. This unit is mounted in the plotting table of the radio crate at the Air Electronics Officer's position, the controls being flush with the table top. This unit controls the coder Type KY.95A/APX-25 to provide an extended range of coding.

Power supplies (pre-Mod. 2141 and post Mod. 2404)

41. The equipment requires a.c. at 115-volts, 1,600 c/s, single-phase and d.c. at 28 volts. The a.c. is obtained from 5 amp. fuses 45 or 63 in the aircraft power distribution box, pre or post Mod. 988 respectively. The d.c. is obtained from 5-amp. fuses 46 or 43 in the aircraft power distribution box, pre or post Mod. 988 respectively. The source of the a.c. supply is the No. 2 inverter Type 350 with No. 3 inverter as

A.R.I.5800, TAIL WARNING

45. Before attempting to release any connectors during the removal of radar installation units, ensure that all d.c. and a.c. power supplies to the installation have been switched OFF.

46. When a unit has been disconnected prior to its removal from the aircraft, the cables and connectors should be secured temporarily to the adjacent structure until the unit is refitted. They should be stowed in a position where they are not likely to be damaged. Care must be taken to protect disconnected wave-guides.

47. The removal of all components is straightforward, all being easily accessible for the removal of connector plugs and securing bolts.

A.R.I.5800, TAIL WARNING

52. Maintenance of the equipment is given in A.P.2891H, Vol. 1. Notes on the servicing of the installation are given in the following paragraphs.

standby (see Section 5, Chapter 1, Group 3 for a full description of the inverters control). The two supplies are controlled by a 2-pole rotary switch on the front of the power distribution box, pole A controls the a.c. and pole B, the d.c. supply.

Power supplies (post Mod. 2141 and pre-Mod. 2404)

42. The power supplies are the same as given in para. 41 but the a.c. supply (live and earth phases) is routed through the Type S2 relay associated with the altitude switch as described in para. 38. The d.c. supply is connected directly to the receiver-transmitter as before.

Control unit lighting (post Mod. 2403)

43. The control units, Types C.1158/APX-6A and C.1128/APX-25 both have built-in lamps. These lamps are controlled, in

REMOVAL OF COMPONENTS

48. When indicator Type 27 is not required, the connector must be removed. PL.905 (on control unit Type 611) must be packed with silicone grease Type MS4, and the blanking cover transferred from SK104 (on T/R.3690) to PL.905.

A.R.I.5848, I.F.F. Mk. 10 (AIRBORNE)

49. Before attempting to release any connectors during the removal of radar installation units, ensure that all d.c. and a.c. power supplies to the installation have been switched OFF.

50. When a unit has been disconnected prior to its removal from the aircraft, the cables and connectors should be secured

SERVICING

Desiccators

53. Both the radar head and the waveform generator are fitted with desiccators. A silica gel indicator is mounted on the underside of the radar head ring casting, and a

parallel, by a dimmer switch mounted on the radio crate at the Air Electronics Officer's position. The 28-volt d.c. supply is obtained from fuse No. 16 on panel G; this fuse also supplies the Radio Compass lamp and the radio crate servicing lamps.

Operation

44. Turn the I.F.F. Mk. 10 switch on the distribution box panel to ON, and the MASTER selector switch on the control unit to STDBY. Allow 5 minutes for the valve heaters to warm up, and then switch to NORM. and select the mode required. No indication is given that the equipment is working. Failure of the aircraft to respond to interrogation will be notified to the crew by radio communication.

temporarily to the adjacent structure until the unit is refitted. They should be stowed in a position where they are not likely to be damaged.

51. The removal of all units is straightforward, all being easily accessible for the removal of connector plugs and securing bolts. If either aerial is removed for any purpose, it is essential that when refitting a good electrical contact is maintained between the mating surfaces of the mounting for bonding purposes. Both surfaces should be thoroughly cleaned and a protective may be applied. If no protective is used, the joint must be made within 5 minutes. After bolting up, the joint must be overpainted with an organic protective, for example, lanolin resin.

silica gel container is clamped to the top of the waveform generator. Check that the colour of the desiccant is pale blue.

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Pressurizing

54. Both the fadar head and the waveform generator are pressurized at 2 lb/in² above atmospheric pressure. A schrader type tank valve and pressure indicator is mounted on each unit. Check that the pressure is maintained.

Connectors

55. At routine periods, carry out pin-to-pin continuity and open circuit checks in each connector and check for short circuits between pins. Inspect each connector for security and ensure that the insulation is not damaged in any way.

Mountings

56. Check that all equipment is securely mounted and that equipment on flexible mountings is unobstructed and can move freely. Check that any flexible bonding leads are sound and secure.

A.R.I.5848, I.F.F. Mk. 10 (AIRBORNE)

57. Maintenance of the equipment is given in A.P.2887N, Vol. 1; installation servicing notes are given below. Check all connectors for continuity, soundness of insulation and security. Check that all units are securely mounted. Where anti-vibration mountings are used ensure that there is freedom of movement. Check that any flexible bonding leads are sound and secure.

Receiver-transmitter

58. Mounted on the front panel of this unit are four screw-in type fuses, two being in circuit and two spare. All are rated at 3 amp., the two in circuit being identified a.c. and d.c. Check that all fuses are serviceable. Before flight, select the required frequency and lock the controls. Check that the unit is effectively bonded to the structure.

Control units

59. Check that the switches function smoothly. It is essential that this unit is effectively bonded to the structure as no earth lead is included in the connector.

Aerial switch unit

60. Check the condition of the desiccant and renew when the crystals turn pink. First unscrew the slotted plug (Ref. No. 10AQ/61) with two holes situated at the inside end of the desiccator, remove the old desiccant, refill with re-activated silica gel desiccant (Ref. No. 33C/1289) to just below the start of the plug thread. Replace the plug and insert the desiccator into the switch unit as soon as possible afterwards.

WARNING . . .

Overfilling the desiccator may cause unseating of the Perspex window with consequent air leakage and short desiccator life.

61. Saturated desiccant can be re-activated by baking in an oven at a temperature of between 150 and 170 deg. C. The desiccator itself must not be subjected to temperatures above 80 deg. C.

62. No attempt must be made to open the switch or interfere in any way with its operation, apart from change of desiccator. The setting of the switch is a highly-skilled operation to be performed only by personnel specially trained for this duty.

Aerials

63. If these are removed for any purpose, it is essential to ensure that good electrical contact is maintained between mating surfaces for bonding purposes.

64. If any protective finish has to be removed, the mating surfaces must have a protective grease applied. After tightening the joint, all surplus grease exuded should be lightly wiped off, and the whole must be over-painted with an organic protective. A suitable protective grease is 50 per cent by weight zinc oxide and white petroleum jelly. A suitable organic protective is lanolin resin dyed red to D.T.D.663.

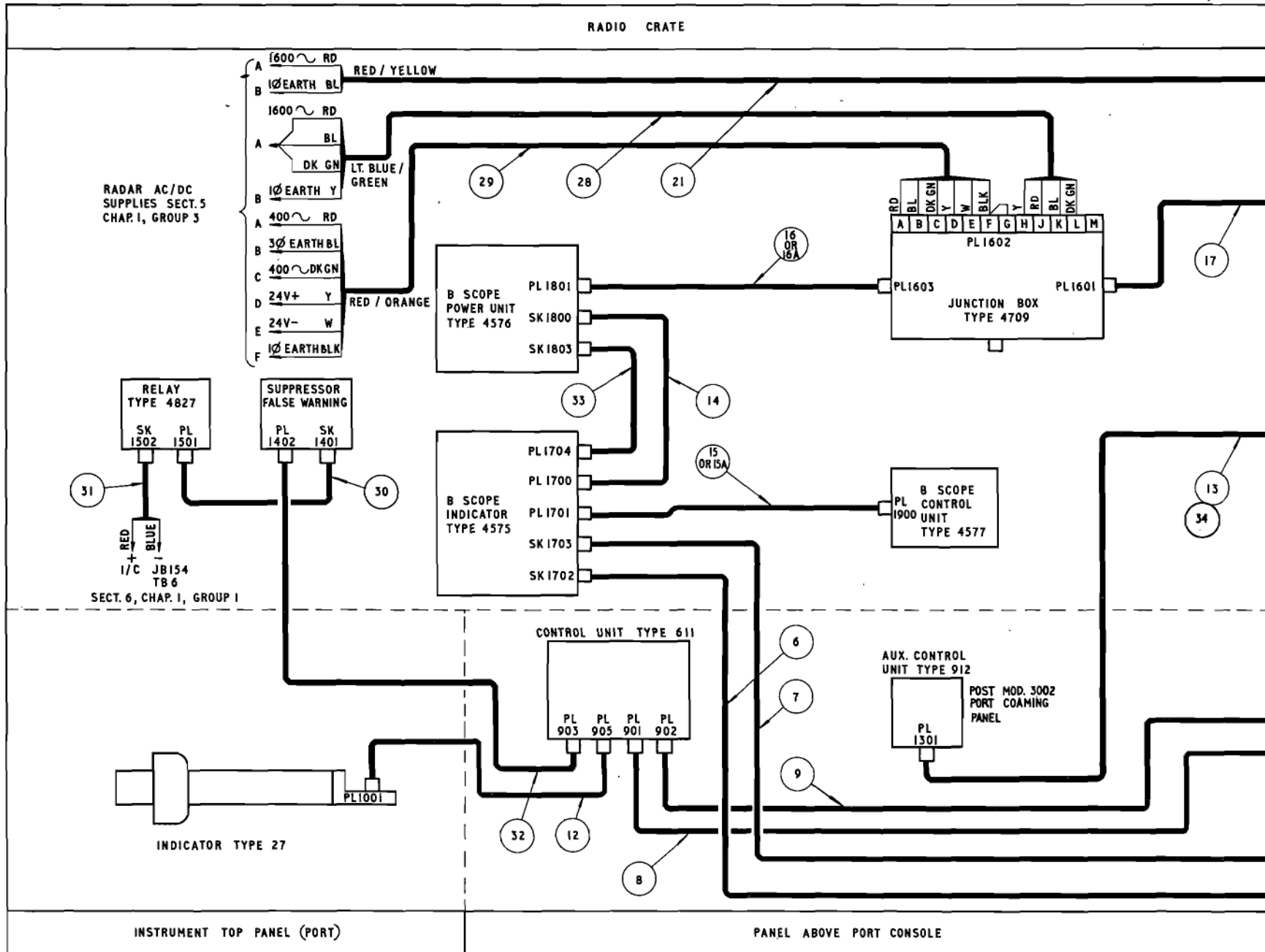


Fig. 1 (I) A.R.I. 5800 (Modified) Installation

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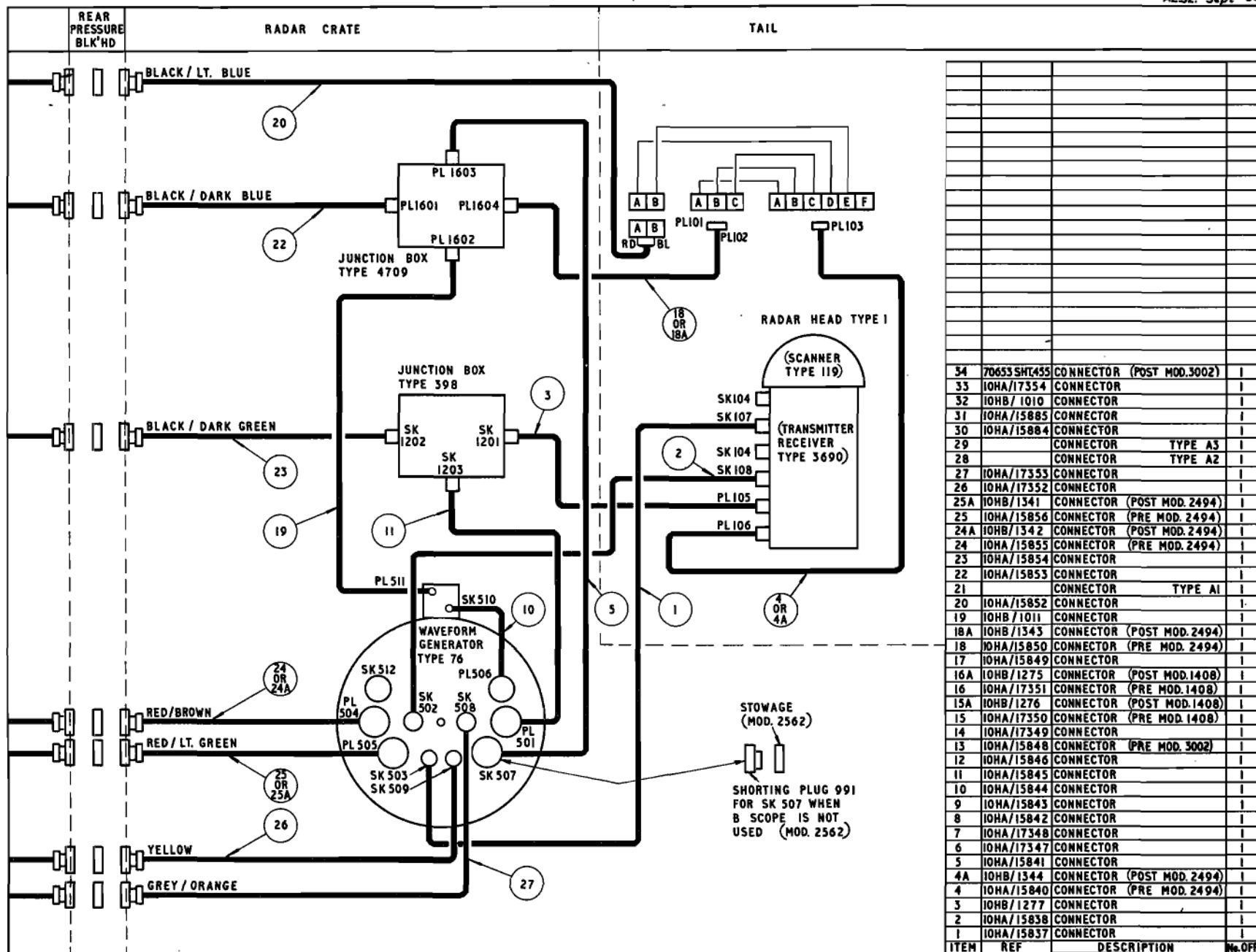


Fig. 1 (2) A.R.I. 5800 (Modified) Installation

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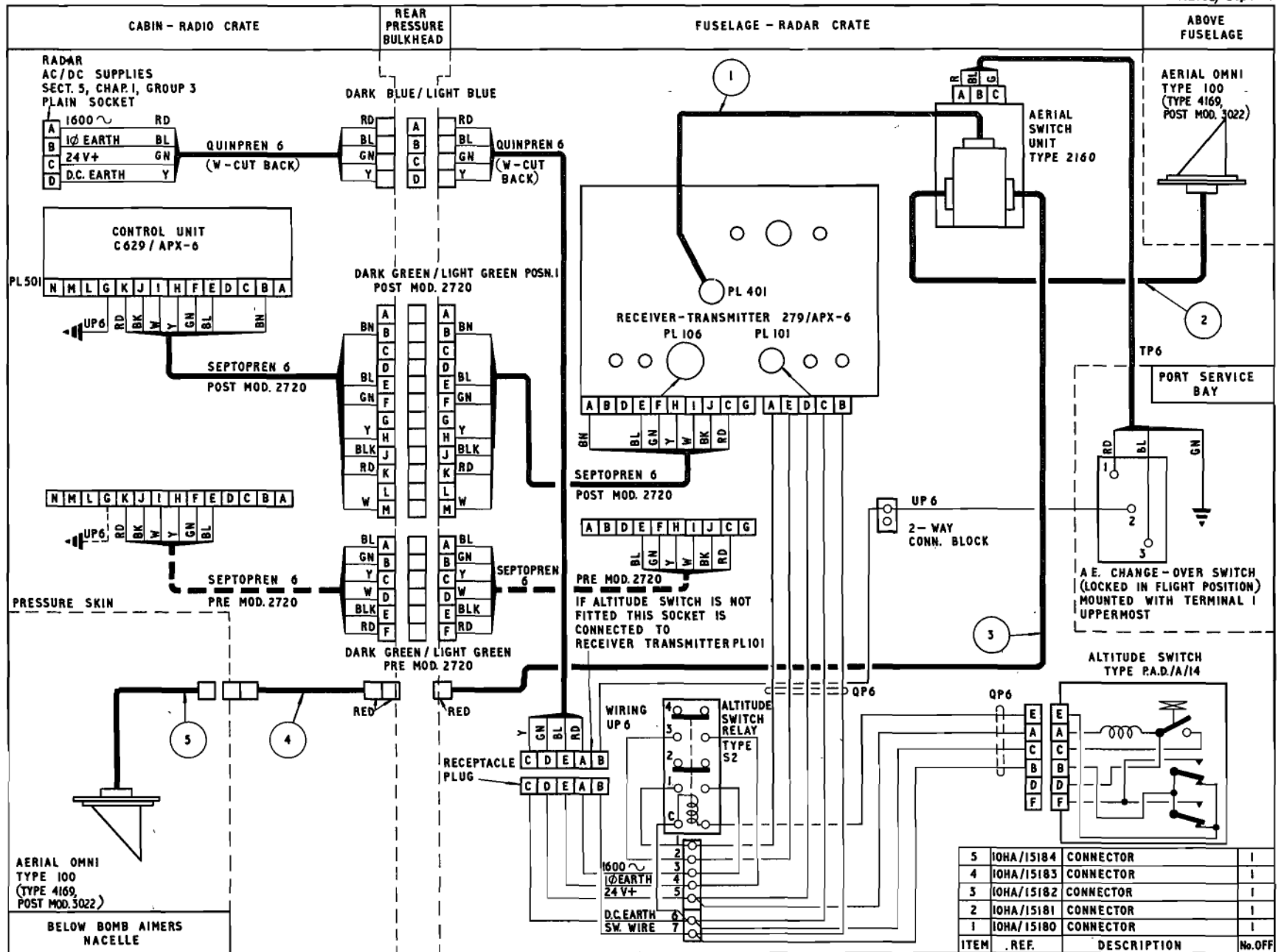


Fig. 3 A.R.I. 5848-A-2

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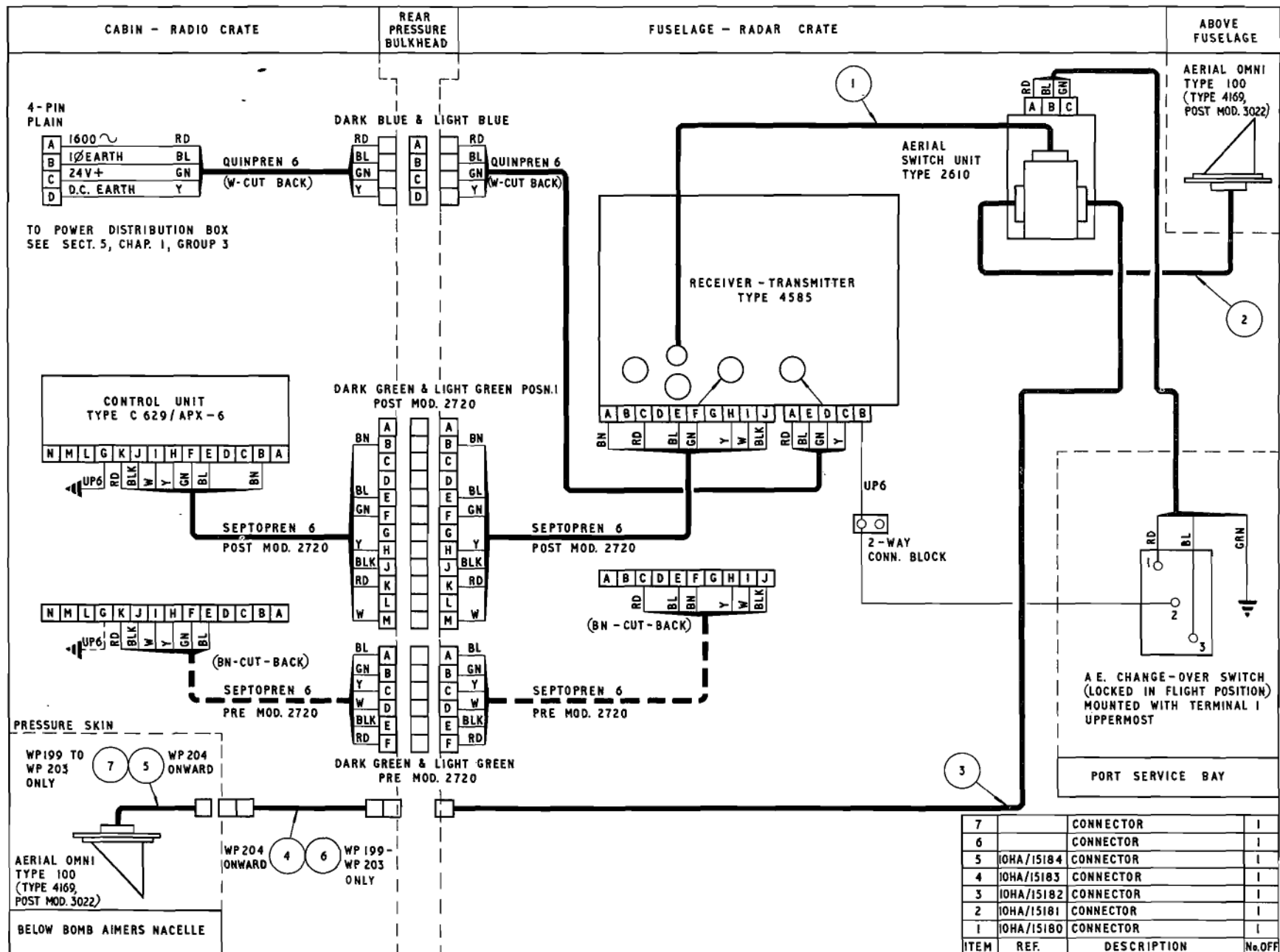


Fig. 4 A.R.I. 5848 - A - 3

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Appendix 1

A.R.I.5800 (MODIFIED) INSTALLATION (Post Mods. 3165, 3166 and 3181)

Introduction

1. Mod. 3181 deletes the indicator Type 27 from the A.R.I.5800 installation so that the T.A.C.A.N. indicator introduced by Mod. 3165 or 3166 can be fitted in its place. Connector 10HA/15846 between indicator Type 27 and control unit Type 611 is deleted by Mod. 3165 or 3166.

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