

CONSTRUCTIONAL DETAILS

54. The control panel of a receiver, type R.1155N is shown in fig. 1. Illustrations of the R.1155 are given in fig. 15, which is a view of the upper deck of the chassis, and fig. 16 which shows the chassis underside view. The diagram of fig. 17 gives the location of components. To facilitate search this diagram is gridded and a reference table is provided. The additional filtering components incorporated in later models may be seen from figs. 18 and 19, which are illustrations of a R.1155B. The receiver is removed from its case by loosening the four screws at the corners and by pulling the handles. All cable connections to the receiver are terminated in plugs and sockets which are non-reversible and non-interchangeable. Cables are, wherever possible, metal braided, the braiding being earthed to reduce interference from external sources. Details of the cables and connections are given in Table A overleaf. The receiver case, chassis, and panel are of metal, and are earthed to the main bonding system of the aircraft.

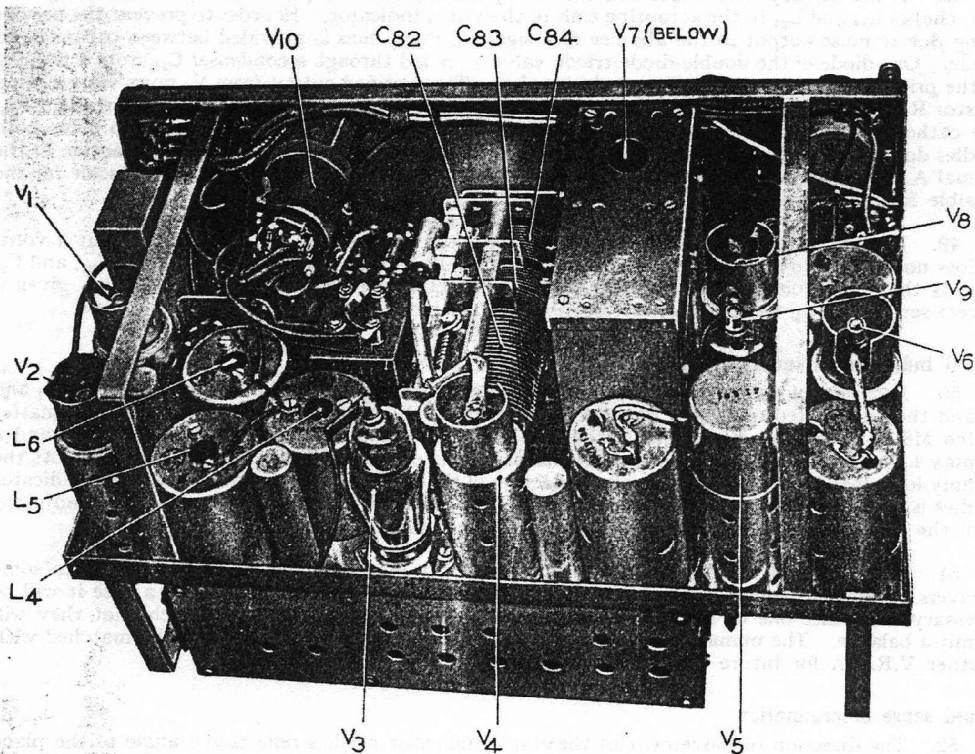


FIG. 15.—R.1155 CHASSIS, UPPER DECK

Front panel controls

55. Referring to fig. 1, a metal strip and metal posts hold the cable connector plug and sockets securely to the receiver. The calibrated tuning dial, which differs as to type in certain models, shows the frequency to which the receiver is tuned by a pointer. The tuning control has two speeds, and is coupled to a three-gang condenser comprising C_{82} , C_{83} , and C_{84} . In some models the drive used is the Drive, slow motion, Type 13, in which instance the outer knob gives a direct drive and the inner knob a 100:1 ratio drive for fine tuning. Other models have a Type 35 drive with 4.5:1 (inner knob) and 80:1 (outer knob) ratios. The exact point of correct tuning is shown by minimum shadow in the tuning indicator, V_{10} , located at the top right-hand side of the tuning scale.

56. The tuning dial has five scales, one for each of the five ranges, each scale being calibrated in Mc/s or kc/s. Originally, the tuning scales of the R.1155 were coloured over those portions which corresponded to the blue, red, and yellow colouring of the controls of the three ranges of the T.1154.