

FIG. H.

## 1. GENERAL.

DATE OF DESIGN :-

1941

FREQUENCY RANGE :-

100 - 124 Mc/s.

WHERE FITTED :-

As a component of TYPE 87. In Cruisers and above.

USE :-

For R/T communication with fighter aircraft.

May also be used for the reception of C.W.

signals.

POWER SUPPLY :-

R.A.F. POWER SUPPLY UNIT TYPE 3, requiring 190/250 wolts 50 cycles single phase A.C.

supply.

The receiver employs a superheterodyne circuit consisting of a radio frequency amplifier, followed by a frequency changer with a separate oscillator valve, three stages of I/F amplification, a combined second detector and A.G.C. rectifier valve and two stages of A/F amplification. For the reception of C.W. a beat frequency oscillator valve may be switched into the detector circuit.

The four main tuning condensers are ganged and operated through a slow motion drive fitted with a calibrated scale.

## 2. CONSTRUCTION.

The framework of the receiver consists of a chassis and front panel. The panel measures 19in. x 10½in. and the chassis 17in. x 10½in.

The receiver is primarily intended for rack mounting, but is also suitable for bench mounting. A dust cover fits over the chassis and plated handles are fitted to the panel to facilitate handling and to enable the receiver to be turned over on to its face for inspection, without damage to the controls.

## CONTROLS. (Fig. h).

TUNING CONTROL (1) A slow motion drive that controls four ganged tuning condensers. It also operates the tuning pointer that moves over a dial calibrated from O-180 degrees. Used to tune the receiver to any given frequency.

CALIBRATION CARD (2) Indicates the frequencies corresponding to the various dial settings on the TUNING CONTROL DIAL.