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ARROW 1 SERVICE DATA

SECTION 46

ELECTRONICS

INTERPHONE AN/AIC-10

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LIST OF REVISIONS

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ELECTRONICS

INTERPHONE AN/AIC-10

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DESCRIPTION

GENERAL

1 The Interphone System facilitates the following intercommunication links:

(a) Intercommunication between the aircrew.

(b) Intercommunication between the aircrew and the ground crew.

(c) Reception and transmission on the UHF command radio set.

(d) Reception of aural signals on the radio compass.

(e) Telescramble communication between the operations control centre and the aircraft. This is used when the aircraft is in the "Alert" condition.

2 Provision is made for the reception of the identification code of TACAN ground beacons, if the TACAN system is fitted to the aircraft.

3 Two alternative interphone systems may be fitted in the aircraft, the conventional AN/AIC-10 system, or the transistorized version designated AN/AIC-10A. The AN/AIC-10 system consists of the following components:

(a) Two Control Panels C-824/AIC-10 each fitted with an AF Amplifier AM476/AIC-10.

(b) Relay Assembly RE-94/AIC-10 fitted with an AF Amplifier AM476/AIC-10.

(c) Dynamotor DY-77/AIC-10 and Mounting MT-1060/U.

(d) Two AN/AIC-10 type Headset and Microphone Assemblies.

4 The AN/AIC-10A system consists of the following components:

(a) Two Control Panels C-824A/AIC-10, each fitted with an AF Amplifier AM-476B/AIC-10.

(b) Relay Assembly RE-94A/AIC-10 fitted with an AF Amplifier AM-476B/AIC-10.

(c) Two AN/AIC-10 type Headset and Microphone Assemblies.

5 In the Interphone System AN/AIC-10A the AF Amplifier AM-476/AIC-10 are replaced by transistor versions AM-476B/AIC-10. The two versions of the amplifier are mechanically and electrically interchangeable. When equipped with a transistor type amplifier, Control Panel C-824/AIC-10 is identified as C-824A/AIC-10, and Relay Assembly RE-94/AIC-10 is identified as RE-94A/AIC-10. If one or more units type AM-476/AIC-10 are fitted in the aircraft, the dynamotor is required.

6 The control and selection switches for the system are located on two control panels, one in each cockpit. Interconnection between the interphone system and the pilot's headset and microphone assembly is made via an interphone jack. This jack plugs into the composite quick disconnect unit mounted on the RH side of the ejection seat pan and permits the wiring to break freely when the seat is ejected. The navigator's headset is connected to the interphone system in an identical manner. An extension of the interphone line to the engine starter electrical connector facilitates intercommunication between the ground crew stations and the aircrew stations.

CONTROL PANELS

7 In addition to the AF amplifier, the control panels each contain five mixing switches, a rotary selector switch, a volume control and a NORMAL/AUX LISTEN switch.

8 The mixing switches enable up to five audio input circuits to be monitored simultaneously or individually. The switches and their functions are as follows:

(a) INTER - Provides interphone reception between aircrew stations and between aircrew and ground crew stations.

(b) COMP - Provides reception of aural signals from the radio compass system.

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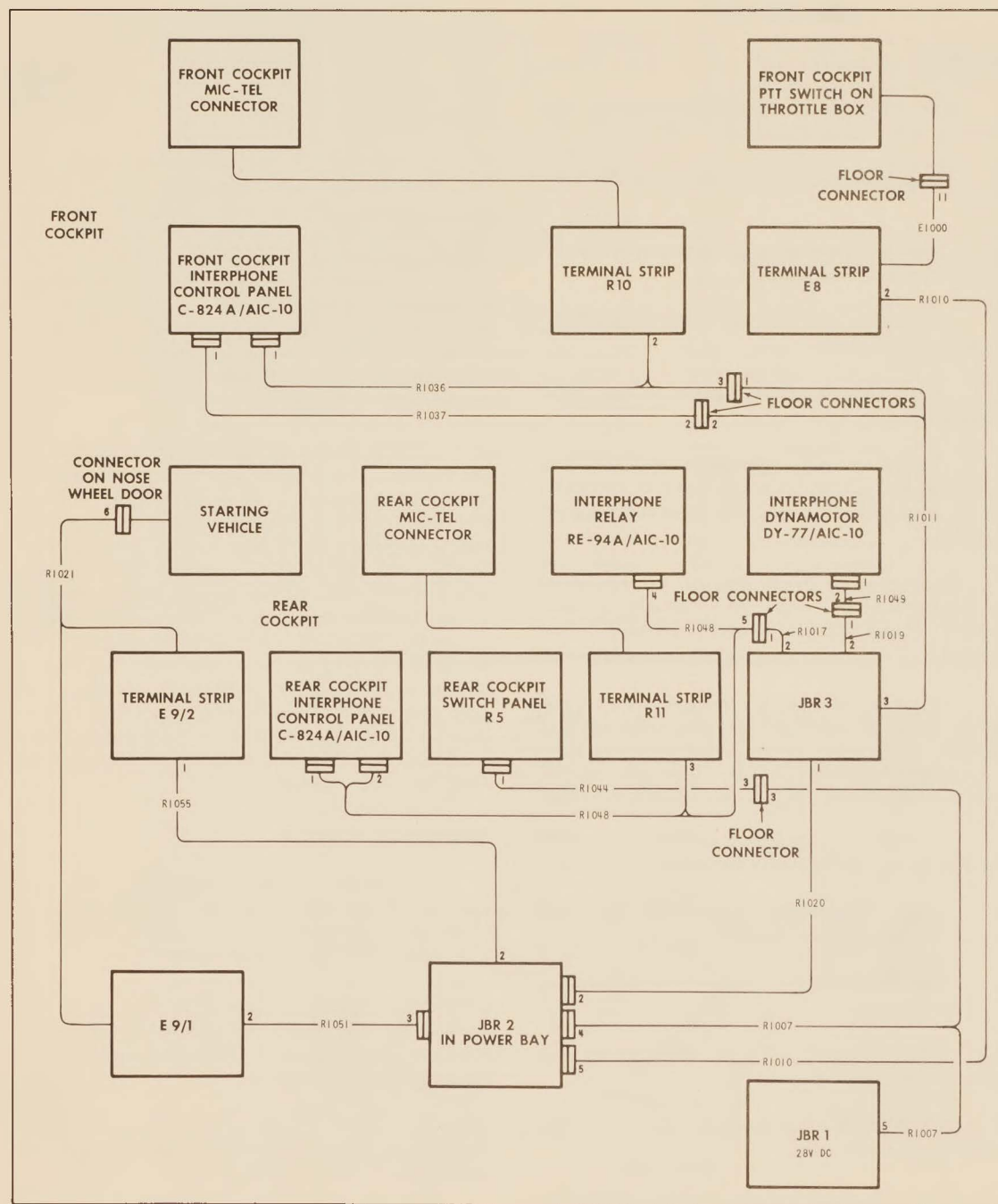


FIG. 1 AN/AIC-10 INTERPHONE SYSTEM - GENERAL ARRANGEMENT

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(c) COMM - Provides reception of signals from the UHF command radio receiver and UHF transmission sidetone signals.

(d) TACAN - Provides for the reception of TACAN ground beacon identification signals if the TACAN system is fitted to the aircraft.

(e) TEL - Provides reception of tele-scramble signals from the operations centre through the tele-scramble line.

9 The rotary selector switch has six positions of which four are used. The selector switch is used in conjunction with a press-to-transmit (PTT) switch to enable the operator to transmit on the position selected. Two PTT switches are provided, one in each cockpit. The selector switch positions and their function are as follows:

(a) CALL - This position interrupts the listening and/or transmission function which may be in use, to permit "Hot mic" interphone communication between aircrew stations.

(b) INTER - Provides for transmission over the interphone line between aircrew stations and between aircrew and ground crew stations.

(c) COMM - Provides for transmission over the UHF command radio transmitter.

(d) TEL - Provides for transmission over the tele-scramble line, for communication with the operations centre. This position is used when the aircraft is in the "Alert" condition.

10 The NORMAL/AUX LISTEN switch is wirelocked in the NORMAL position. In the event of a control panel amplifier failure, emergency listening and interphone may be obtained by breaking the wirelocking and switching to AUX LISTEN. In this position the amplifier is by-passed and the headset is connected via a call relay, located in the relay assembly, to any one channel selected by a mixing switch. The mixing switches to the left of the channel in use must be switched off to complete the

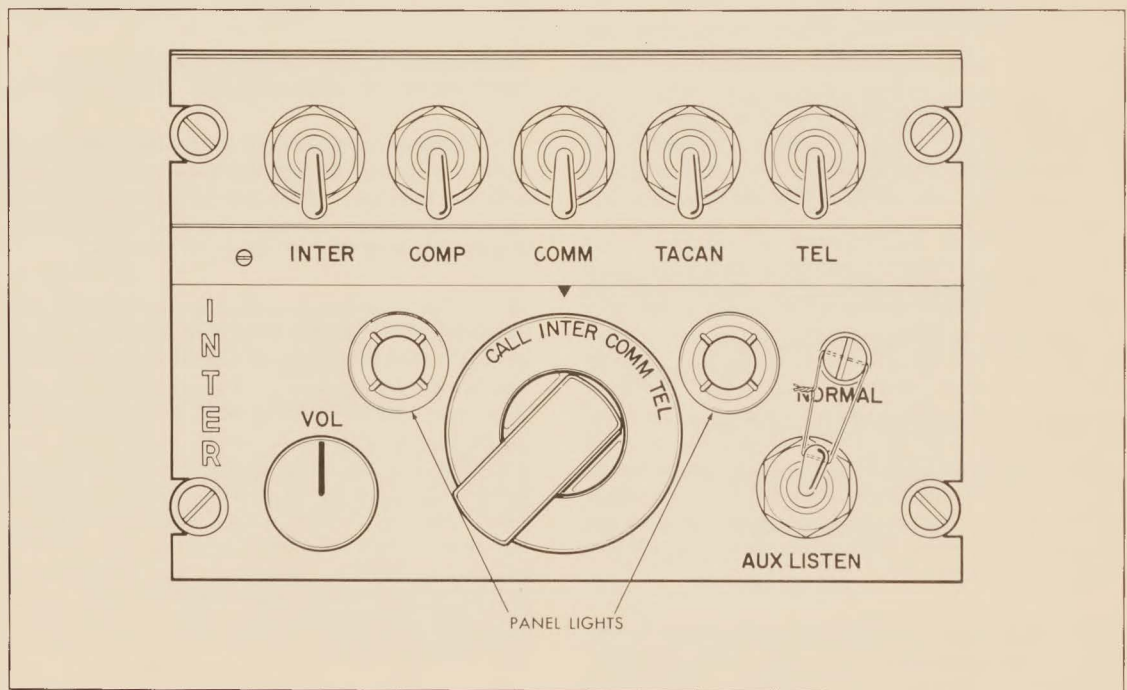


FIG. 2 INTERPHONE CONTROL PANEL - C-824A/AIC-10

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circuit to the selected channel. If all mixing switches are off, the listening channel is the one to which the rotary selector switch is set. When the call relay is energized, the headset is connected to the interphone line permitting interphone between aircrew stations.

11 The volume control, marked VOL varies the level of the audio input to the headset. This control is inoperative in the AUX LISTEN and CALL positions of the relevant switches.

AUDIO FREQUENCY AMPLIFIERS

12 The AF amplifiers are plug-in assemblies fitted one on each control panel and one on the relay assembly. To preserve a high signal to noise ratio, peak clipping and automatic gain control circuits are incorporated. The peak clipping circuit eliminates loud blasts in the headphones caused by speech peaks, and it is normally set to operate when the volume control is rotated beyond the mid-point.

RELAY ASSEMBLY

13 The relay assembly provides for "Hot mic" operation of the equipment. The term "hot mic" is used to describe continuous intercommunication facilities without the necessity of operating the PTT switches. The microphone is always "hot" (in circuit) and the user merely speaks into it.

14 The automatic gain control circuit of the plug-in amplifier fitted to the relay assembly is grounded and inoperative, gain being controlled by two barometric switches. These switches, when closed, short-out limiting resistors in the microphone circuit. The first switch closes at 20,000 feet and the second switch closes at 30,000 feet. This compensates for the decreasing input from the microphones. As the barometric switches are fitted in the pressurized area, the altitudes quoted are cockpit altitudes.

15 "Hot mic" interphone operation is obtained when, on both panels, the rotary selector switch is selected to the COMM position and the INTER mixing switch to the ON position. This provides continuous reception on the

COMM channel and permits interphone communication without depression of the PTT switches or interruption of UHF communications reception. Two relays in the relay assembly operate in conjunction with the PTT switches. When a PTT switch is depressed the relevant relay transfers the line to the transmission circuit and the operator is disconnected from the interphone line and transmits and receives on the COMM channel.

DYNAMOTOR

16 The dynamotor operates on 27.5 volts DC with a nominal input current of 1.6 amps. It is equipped with radio frequency and audio frequency filters and high altitude brushes. A 3,500 ohms 14 watt resistor, located in junction box R3, is connected across the 170 volts DC output of the power unit to provide a partial load to maintain a stable output voltage. The dynamotor is not required when all three of the AF amplifiers are the transistorized type; the power supply in this case is derived from the 27.5 volts DC system.

AN/AIC-10 TYPE HEADSET AND MICROPHONE ASSEMBLIES

17 Special type telephone headset H-75/AIC and microphone M-32/AIC assemblies are used with the system. They are designed to provide maximum noise exclusion and high intelligibility at all altitudes.

18 The telephone headset automatically compensates for changes in atmospheric pressure, giving substantially the same response from sea level to a pressure altitude of 60,000 feet. The impedance of the headset is approximately eight ohms and is matched to the 150 ohms impedance of the audio common line by a transformer located in the control panel. The five audio inputs to the audio common line are matched by 150 ohm load-terminating resistors located in JB R3. Resistors are incorporated in the Radio Compass, UHF system, Tele-scramble and Interphone lines and, if fitted, the TACAN system.

19 The microphone assembly is a moving coil type with noise cancelling characteristics.

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Sound is admitted on both sides of the microphone diaphragm. This provides high output for sounds of close origin and weak output for sounds of distant origin. A moisture barrier is fitted over the mouthpiece to afford protection against moisture or dirt.

FUNCTION TESTING

GENERAL

20 Function testing of the interphone system should be carried out periodically as laid down in the servicing schedule, and after overhaul or replacement of associated items of equipment.

21 Special test equipment is not required to carry out the tests, but the correct type of headset and microphone must be used.

22 Arrangements should be made with the local control tower and operations centre for test transmissions.

PREPARATION FOR TESTING

23 Prior to carrying out function tests proceed as follows:

(a) Position the aircraft in an area sufficiently clear of screening to permit signal reception.

(b) Connect an external power supply to the aircraft.

(c) Connect the external interphone connector to the receptacle on the nosewheel door.

FUNCTION TESTING PROCEDURE

24 Two operators, one in each cockpit, are necessary to carry out function testing of the interphone system. The procedure is as follows:

(a) Plug headsets type H-70/AIC and microphones M-33/AIC, or equivalents, into the quick-release connector of the front seat and that of the rear seat.

(b) Select to ON the master electrical switch in the front cockpit.

(c) Select the UHF function selector switch on the UHF radio control panel C1057/ARC-34 in the front cockpit to MAIN, the operational mode selector to PRESET and the preset frequency selector switch to the channel number of the local control tower.

(d) Select the radio compass function selector switch on the radio compass control panel C1513A/ARN-6 in the front cockpit and in the rear cockpit to ANT or LOOP and tune in a radio broadcast or radio range station.

(e) Allow at least three minutes for the equipment to warm up.

25 Check the functioning of the rotary selector switches and press-to-transmit (PTT) switches proceeding as follows:

(a) Switch off (down) all mixing switches on the interphone control panels in the front cockpit and in the rear cockpit.

(b) Select the rotary selector switches on the interphone control panels to INTER and set the VOL controls to the mid point.

(c) Check that interphone between aircrew is available using the PTT switches on the throttle box in the front cockpit and on switch panel R5 in the rear cockpit.

(d) Cover the microphone, press each PTT switch in turn and check that the noise level has the following characteristics:

(1) Dynamotor whine just perceptible (if applicable)

(2) Tube hiss just perceptible (if applicable)

(3) No high level "frying" noises

(4) No "motorboating"

(5) No oscillation

(6) Little or no pick-up from local radio stations or cross-talk from other channels.

(e) Operate the PTT switches and check that an audible click is heard.

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(f) Uncover the microphone and bring it close to the headset with the PTT switch depressed and check that oscillation occurs.

(g) Maintain a moderate speech level and close the PTT switch. Check that speech in the talker's headset comes in at a low level and gradually rises to a fixed level in approximately ten seconds.

(h) Check AGC action after the PTT switch has been closed one minute by shouting "ah-h-h" into the microphone following immediately with speech at a moderate level. The speech after shouting should come in at a very low level and gradually build up to a fixed level in approximately ten seconds.

(j) Check that speech clipping (slightly higher pitched and harsher speech) does not occur in the talker's headset when a moderate speech level is used.

(k) Check that clockwise rotation of the volume control increases the speech level and introduces speech clipping.

(m) Select the rotary selector switches in both cockpits to COMM, depress the PTT switch in each cockpit in turn and call the local UHF radio station. Check that clear sidetone is heard in both cockpits when either PTT switch is depressed.

(n) Select on the INTER mixing switch in both cockpits and check that interphone without operation of the PTT switches (i.e. "hot mic" interphone) is possible.

(p) Operate the rotary selector switch to the spring-loaded CALL position at both stations in turn and check that interphone is available regardless of the setting of the other rotary selector switch. Check that the switch returns to the INTER position when released.

26 Check the functioning of the mixing switches proceeding as follows:

(a) Select a spare (unused) position on the rotary selector switch on both control panels and switch off all mixing switches.

(b) Switch on (UP) the INTER mixing switch in the front cockpit only. Check that the front operator is able to hear the rear operator talking when the rear operator selects INTER on his rotary selector switch and depresses his PTT switch.

(c) Switch on the INTER mixing switch in the rear cockpit only. Check that the rear operator is able to hear the front operator talking when he selects his rotary selector switch to INTER and depresses his PTT switch.

(d) Switch on the COMP mixing switch only in each cockpit in turn and check that radio compass signals are heard.

(e) Switch on the COMM mixing switch only in each cockpit in turn and check that UHF radio signals are heard.

(f) Switch on the TEL mixing switch only in each cockpit in turn and check that tele-scramble signals are heard.

(g) Switch on the INTER and COMP mixing switches together in each cockpit in turn, and check that mixed interphone speech and radio compass signals are heard. Check that the volume of interphone speech may be controlled by the VOL control on the interphone control panel and the volume of radio compass reception by the VOL control on the radio compass control panel.

(h) Switch on the INTER, COMP and COMM mixing switches together in each cockpit in turn and check that mixed interphone speech, radio compass signals and UHF radio signals are heard. Check that signal levels are adjustable by the individual volume controls.

(j) Switch on the INTER, COMP, COMM and TEL mixing switches together in each cockpit in turn and check that mixed interphone speech, radio compass signals, UHF radio signals and tele-scramble signals are heard. Check that signal levels are adjustable by individual volume controls.

27 Check the external interphone function proceeding as follows:

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(a) Select ON the interphone switch on the starting vehicle interphone panel.

(b) Select the rotary selector switches on both control panels to INTER.

(c) Check that interphone is available between aircrew and ground crew when the PTT switches are depressed.

28 Check the auxiliary listen function proceeding as follows:

(a) Remove the lockwire from the NORMAL/AUX LISTEN switch on the interphone control panel in the front cockpit and select the AUX LISTEN position.

(b) Switch on each mixing switch in turn on the control panel in the front cockpit and

check that listening facilities are available on any one channel at a time with the mixing switches to the left of the selected channel switched off.

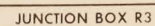
(c) Check that with all mixing switches off, listening facilities are available on the channel selected on the rotary selector switch.

(d) Check that the signal level in the AUX LISTEN position is lower than in the NORMAL position.

(e) Wirelock the switch in the NORMAL position.

(f) Repeat operations (a) through (e) for the rear cockpit control panel.

(g) Switch off the equipment.



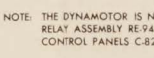


FIG. 3 AN/



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<p>INSPECTION</p> <p>Check that the connectors are securely and properly fitted. Check that the unit is securely mounted. Operate the controls and switches and check that the action is not rough or loose. Check that the AUX-NORMAL switch is wirelocked in the NORMAL position.</p>	MEN X MINUTES	
<p>FUNCTIONAL CHECKS</p> <p>Check the panel light filaments for serviceability.</p>	MEN X MINUTES	
<p>GROUND HANDLING AND GROUND TEST EQUIPMENT</p> <p>External power supply.</p>		
<p>SPECIAL TOOLS TO REMOVE OR SERVICE</p>		
<p>REMARKS</p>		

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COMPONENT DATA SHEET

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SYSTEM ELECTRONICS		SUB-SYSTEM INTERPHONE AN/AIC-10		COMPONENT Relay Assembly		REF. NO. 46	
AVRO PART NO.		MANUFACTURER RCAF Supply		MAN'FR'S PART NO. RE-94A/AIC-10		AIRCRAFT EFFECTIVITY 25201	
OVERHAUL LIFE:		KNOWN-		ESTIMATED-		1000 hours	
FUNCTION		To provide "hot mic" interphone communication between crew members. Also incorporates two barometric pressure switches which operate automatically and maintain constant gain with increasing altitude. Contains AF Amplifier type AM-476B/AIC-10 which is transistorized. Alternative Relay Assembly RE-94/AIC-10 contains AF Amplifier type AM-476/AIC-10.					
LOCATION		Rear cockpit, between stations 193 and 198 RH side.					
ACCESS Unobstructed.						MEN X MINUTES	
REPLACEMENT PROCEDURE Fit and secure the relay assembly to the bulkhead with four bolts. Fit and secure cable assembly R1048-4.						MEN X MINUTES	

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<p>INSPECTION</p> <p>Check that the unit is securely mounted. Check that the connector is securely and properly fitted.</p>	MEN X MINUTES	
<p>FUNCTIONAL CHECKS</p>	MEN X MINUTES	
<p>GROUND HANDLING AND GROUND TEST EQUIPMENT</p> <p>External power supply.</p>		
<p>SPECIAL TOOLS TO REMOVE OR SERVICE</p>		
<p>REMARKS</p>		

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COMPONENT DATA SHEET

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SYSTEM ELECTRONICS		SUB-SYSTEM INTERPHONE AN/AIC-10		COMPONENT Junction Box R3		REF. NO. 46	
AVRO PART NO. 7-1352-16		MANUFACTURER Avro Aircraft Ltd.		MAN'FR'S PART NO.		AIRCRAFT EFFECTIVITY 25201	
OVERHAUL LIFE:		KNOWN-		ESTIMATED- 1500 hours			
FUNCTION To facilitate interconnection of the interphone circuitry.							
LOCATION Mounted on the RH side of the nose wheel bay at station 200.							
ACCESS Unobstructed.						MEN X MINUTES	
REPLACEMENT PROCEDURE Remove the cover of the junction box - six camlocs. Connect the circuit wiring associated with cable assembly R1020-1. Fit and secure cable assemblies R1017-1 and R1019-1 to the receptacles on the roof of the nose wheel bay. Fit and secure cable assemblies R1011-1 and R1011-2 to the receptacles on the roof of the nose wheel bay forward of station 187. Secure the junction box to the RH side of the nose wheel bay - six screws. Refit the cover of the junction box - six camlocs.						MEN X MINUTES	

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<p>INSPECTION</p> <p>Check that the junction box is securely mounted.</p> <p>Check that the circuit wiring is securely connected to the terminal strips.</p> <p>Check that the connectors are securely and properly fitted.</p> <p>Check that the cable clamps are secure.</p>	MEN X MINUTES	
<p>FUNCTIONAL CHECKS</p>	MEN X MINUTES	
<p>GROUND HANDLING AND GROUND TEST EQUIPMENT</p> <p>External power supply.</p>		
<p>SPECIAL TOOLS TO REMOVE OR SERVICE</p>		
<p>REMARKS</p>		

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COMPONENT DATA SHEET

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SYSTEM ELECTRONICS		SUB-SYSTEM INTERPHONE AN/AIC-10		COMPONENT Terminal Strip R10		REF. NO. 46	
AVRO PART NO. AN3436-2-10		MANUFACTURER Railway Power and Engineering		MAN'FR'S PART NO. AN3436-2-10		AIRCRAFT EFFECTIVITY 25201	
OVERHAUL LIFE:		KNOWN-		ESTIMATED-		1500 hours	
FUNCTION To facilitate interconnection between the interphone system and the front cockpit ejection seat wiring.							
LOCATION Front cockpit on the floor under the RH console.							
ACCESS Remove the rear panel of the RH console - six airlock fasteners. The terminal strip is mounted on the floor under the console.						MEN X MINUTES	
REPLACEMENT PROCEDURE Fit and secure the terminal strip to the floor with two screws. Fit the identification strip. Connect and secure the circuit wiring. Refit the rear panel of the RH console - six airlock fasteners.						MEN X MINUTES	

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<p>INSPECTION</p> <p>Check that the terminal strip is securely mounted. Check that the circuit connections are secure and that the wiring is undamaged.</p>	<p>MEN X MINUTES</p>	
<p>FUNCTIONAL CHECKS</p>	<p>MEN X MINUTES</p>	
<p>GROUND HANDLING AND GROUND TEST EQUIPMENT</p> <p>External power supply.</p>		
<p>SPECIAL TOOLS TO REMOVE OR SERVICE</p>		
<p>REMARKS</p>		

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SYSTEM ELECTRONICS		SUB-SYSTEM INTERPHONE AN/AIC-10		COMPONENT Terminal Strip R11		REF. NO. 46		
AVRO PART NO. AN3436-2-10		MANUFACTURER Railway Power and Engineering		MAN'FR'S PART NO. AN3436-2-10		AIRCRAFT EFFECTIVITY 25201		
OVERHAUL LIFE:		KNOWN-		ESTIMATED-		1500 hours		
FUNCTION To facilitate interconnection between the interphone system and the rear cockpit ejection seat wiring.								
LOCATION Rear cockpit on the floor under the RH console at station 225.								
ACCESS		Remove the rear panel of the RH console - six airlock fasteners. Terminal strip is mounted on the floor under the console.					MEN X MINUTES	
REPLACEMENT PROCEDURE		Fit and secure the terminal strip to the floor with two screws. Fit the identification strip. Connect the circuit wiring. Refit the rear panel of the RH console - six airlock fasteners.					MEN X MINUTES	

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<p>INSPECTION</p> <p>Check that the terminal strip is securely mounted. Check that the circuit connections are secure and that the wiring is undamaged.</p>	MEN X MINUTES	
<p>FUNCTIONAL CHECKS</p>		
<p>GROUND HANDLING AND GROUND TEST EQUIPMENT</p> <p>External power supply.</p>		
<p>SPECIAL TOOLS TO REMOVE OR SERVICE</p>		
<p>REMARKS</p>		

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SYSTEM ELECTRONICS		SUB-SYSTEM INTERPHONE AN/AIC-10		COMPONENT Dynamotor		REF. NO. 46	
AVRO PART NO.		MANUFACTURER RCAF Supply (10EA/35081)		MAN'FR'S PART NO. DY-77/AIC-10		AIRCRAFT EFFECTIVITY 25201	
OVERHAUL LIFE:		KNOWN-		ESTIMATED-		1000 hours	
FUNCTION Supplies power to interphone equipment when one or more non-transistorized AF Amplifiers type AM-476/AIC-10 are fitted. Not used when all fitted amplifiers are transistor types.							
LOCATION RH side of the rear cockpit at station 190.							
ACCESS Unobstructed.						MEN X MINUTES	
REPLACEMENT PROCEDURE Fit the unit to the mounting MT 1060/U with four screws. Secure the mounting screws with locking wire. Fit and secure cable assembly R1049-1.						MEN X MINUTES	

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<p>INSPECTION</p> <p>Check that the unit is securely mounted. Check that the connector is securely and properly fitted.</p>	MEN X MINUTES	
<p>FUNCTIONAL CHECKS</p>		MEN X MINUTES
<p>GROUND HANDLING AND GROUND TEST EQUIPMENT</p> <p>External power.</p>		
<p>SPECIAL TOOLS TO REMOVE OR SERVICE</p>		
<p>REMARKS</p>		

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COMPONENT DATA SHEET

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SYSTEM ELECTRONICS		SUB-SYSTEM INTERPHONE AN/AIC-10		COMPONENT Dynamotor Mounting	REF. NO. 46
AVRO PART NO.	MANUFACTURER RCAF Supply (10EP/40255)	MAN'FR'S PART NO. MT-1060/U		AIRCRAFT EFFECTIVITY 25201	
OVERHAUL LIFE: KNOWN- ESTIMATED- 1500 hours					
FUNCTION Shockmounts the Dynamotor DY-77/AIC-10.					
LOCATION RH side of the rear cockpit at station 190.					
ACCESS Unobstructed.					MEN X MINUTES
REPLACEMENT PROCEDURE Fit the unit to the bulkhead with four mounting bolts.					MEN X MINUTES

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<p>INSPECTION</p> <p>Check that the unit is securely mounted.</p>	MEN X MINUTES	
<p>FUNCTIONAL CHECKS</p>	MEN X MINUTES	
<p>GROUND HANDLING AND GROUND TEST EQUIPMENT</p>		
<p>SPECIAL TOOLS TO REMOVE OR SERVICE</p>		
<p>REMARKS</p>		