CIVIL AERONAUTICS MANUAL 3

U. S. DEPARTMENT OF COMMERCE — CIVIL AERONAUTICS ADMINISTRATION

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Supplement No. 10 — February 27, 1952

SUBJECT: 3.700-2, Fail Safe Position Light Flashers

The purpose of this supplement is to make available the current policy concerning the use of fail safe position light flashers.

The attached page should be retained in a series of similar statements that will be issued explaining or implementing CAR 3.

This material appeared in the Federal Register on July 12, 1951, as an adopted policy.

E. S. Hensley,
Director, Office of
Aviation Safety

Attachment

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40 All Tabs, 40B, 40C, 40D, 40E, 40-F-1

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3.700-2 FAIL-SAFE POSITION LIGHT FLASHERS (SINGLE-CIRCUIT). (CAA policies which apply to section 3.700(e)).

(a) When subjected to the conditions of failure specified in paragraph (b) of this section, a position light flasher is considered to have "failed-safe" when:

(1) The position light circuit is closed continuously, or

(2) The position light circuit is alternately closed and opened in such manner that,

(i) The frequency is not less than 40 cycles per minute and not greater than 120 cycles per minute,

(ii) The ratio of the closed circuit interval to the open circuit interval is not less than 1:1 and not greater than 2:1.

(b) Conditions of failure are as follows:

(1) At room ambient conditions, when the supply voltage is adjusted to the minimum value at which perceptible light is emitted by the position light bulb.

(2) At nominal supply voltage and at room ambient conditions,

(i) With any one position light branch circuit open, or

(ii) After any single malfunction within the flasher timing device, such as open circuit, short circuit, or jamming of a contact in its open or closed position.