ADMIRALTY FLEET ORDER

AIRCRAFT RADIO—REPORTING OF DEFECTS IN RADIO-COMMUNICATION AND RADAR EQUIPMENT

Admiralty, S.W.1,
14th October, 1943.

The following Order having been approved by My Lords Commissioners of the Admiralty is hereby promulgated for information and guidance and necessary action.

By Command of Their Lordships,

[Signature]

Note:—The scale of distribution is shown in the Admiralty Fleet Order Volume, 1941, Instructions, paragraph 10.
9. Defect reports from units embarked in carriers or on shore overseas are to be rendered by the quickest means to the Flag Officer concerned, who may institute such local investigations as may be possible. The report, with any observations considered necessary, is to be transmitted to Air Ministry (D. of S.), Whitehall, London, and to Admiralty, D.A.C.R., by microgram or airmail service, whichever is quicker. Units should, therefore, render reports in a form suitable for these means of transmission.

10. All radio equipment defect reports are to give information (as applicable) in reply to the following questionnaire:

QUESTIONNAIRE

A.F.O. 4904/43 refers.

(i) R.A.F. or R.N. station, formation, unit or ship in which the defect occurred

(b) Type and Mark of aircraft (where applicable)

(ii) Aircraft radio installation type number (A.R.I. or T.R. number)

(iii) Nomenclature of unit (e.g. transmitter, receiver, modulator, etc.):

(a) Unit or panel

(b) Type number

(c) Stores reference number

(d) Serial number

(iv) Nomenclature of defective component:

(a) Component

(b) Type number

(c) Stores reference number

(d) Manufacturer (if known)

(e) Value, capacity or rating

(f) Reference to circuit diagram, or position of component in circuit

(v) Date when defective unit or component (as applicable):

(a) Was issued to unit

(b) Was fitted

(vi) Estimated total running hours

(vii) Indication, failure of and effect on operational performance of the equipment

(viii) Nature of failure

(ix) Secondary failures resulting

(x) Modifications to circuit previously made

(xi) Remarks, including probable cause of failure

(xii) If overseas, remarks of Staff Air Radio Officer

11. Flag Officers are not required to comment on the reports, except in the case of disagreement with the unit's remarks under question (xi), or where useful additional information can be given. Such observations should be forwarded to Air Ministry (D. of S.) and Admiralty (D.A.C.R.) within a few days of the despatch of the defect report to which they refer.

12. Defective components or items of radio equipment on which defect reports have been rendered are to be suitably labelled with the defect report reference number and date to facilitate identification, and are to be held by units of the Naval Air Arm stationed ashore in Great Britain and Northern Ireland until disposal instructions are issued by the Air Ministry. Units based in carriers or stationed ashore overseas will not be requested to return defective equipment.

13. On receipt of instructions to forward a defective item for investigation, home units are to ensure the prompt despatch of the item by the quickest means.
14. It is essential that defective items of equipment forwarded for investigation be clearly and securely labelled, and carefully packed to prevent further damage and defect occurring in transit. The inner label is to bear the following particulars:

(i) Sending unit.
(ii) Description and stores reference number of the item.
(iii) The special serial number and date of the instruction to forward.

The label is also to be prominently marked:

"Defect—For Investigation"

and addressed to "D.C.D./R.A.E./T.R.E.
For attention of ............................................................."

(The remainder of this clause will be given in the Air Ministry instructions to forward.)

15. The final results of an investigation into a defect will be communicated to the Flag Officers concerned as soon as the cause has been established. Instructions will also be given as to further reporting action (if any) required on future similar defects. Until such instructions are received, however, units are to continue to render defect reports as above on all failures.

16. If a component or item of equipment again becomes defective after remedial or modification action has been carried out as the result of previous defect reports, the defect is again to be reported following the above procedure.

APPENDIX
Originator’s Ref. No. ......................

POSTAGRAM
Date: 1st April, 1943.

To: Air Ministry (Director of Signals), Whitehall.

From: R.N. Air Station, Hatston.

A.F.O. 4904/43.

(1) (a) 771 Squadron. (b) Swordfish.
(2) General purpose.
(3) (a) Receiver. (b) R.1116. (c) 10D/10310 (d) 1234.
(4) (a) Resistance. (b) 103. (c) 10C/7956 (d) not known (e) 5,000 ohms
(f) A.P. 1186, Vol. I, Sect. 3, Chap. 8, Fig. 2–R.40.
(5) (a) Received already installed in aircraft on 10th January, 1942.
(b) See (5) (a).
(6) 100.
(7) Sudden complete failure of reception and intercom.
(8) Resistance apparently burnt out. Megger test shows no circuit through resistance.
(9) Nil.
(10) Nil.
(12) Not applicable.

Originator’s Signature: Time of Origin:

(C.A.F.O. 75/43, A.F.Os. 5929/42, 2057/43.)

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