

Radar warner

The radar warner consist of a unit (L) and three antennas (with two directional antennas in each).

Controlling the radar warner is done with the SKEDESVÄLJARE (phase selector), MODVÄLJARE (mode selector) and INFORMATIONSVÄLJARE (information selector) controls at the KB panel.

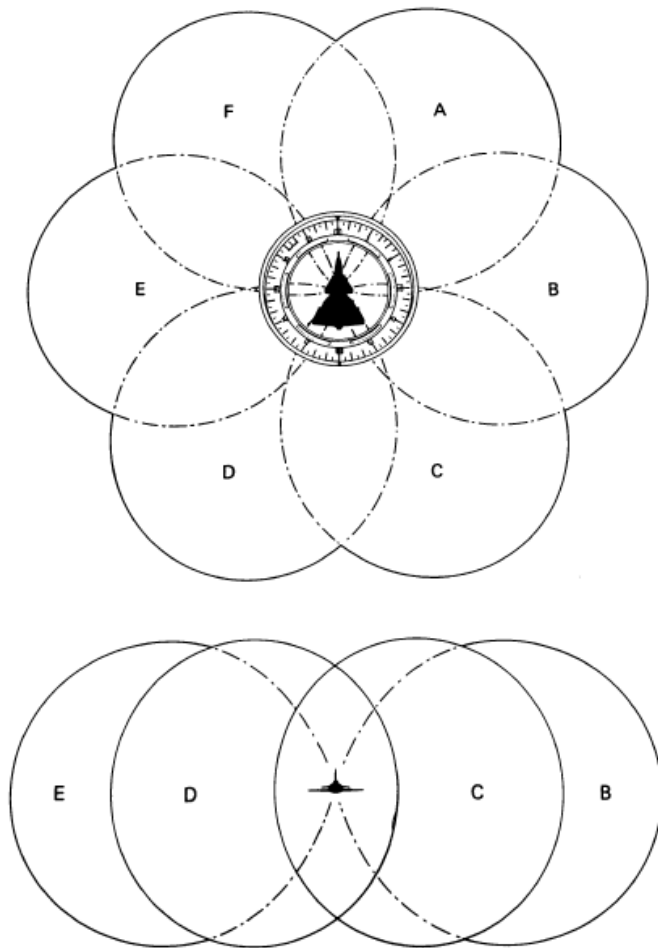
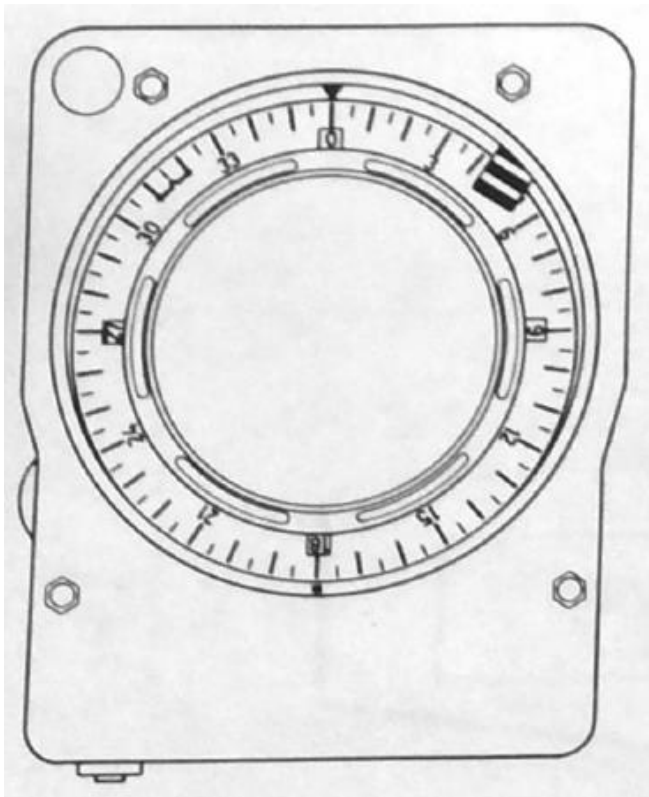
The L unit is in the front fuselage, the antennas in the wings and rear fuselage.

The radar warner is design to

- Indicate pulse radar signal within the 2-25 GHz spectrum that fulfills some criteria regarding signal strength, duration, pulse length and pulse repetition frequency (PRF). This will present optical (direction) as well as audio (signal type) information.
- Indicate Doppler signals that is received by the KA pod if used. This will only provide audio feedback.

The optical (lights) information is presented at the centralindikator (central indicator CI) and is divided in six main directions around the aircraft horizontally.

Each antenna lobe is approximately 60 degrees circular and the six sectors are called A to F, indicated by six light sector at the CI.



Audio information is presented in the pilot headphone and is a tone with the same frequency (pitch) as the transmitting station PRF if it is below 5 kHz:

At a higher frequency than 5 kHz or if it is a signal of cw type picked up by the KA pod there will be a syntetic signal presented to the pilot (ambulance signal).

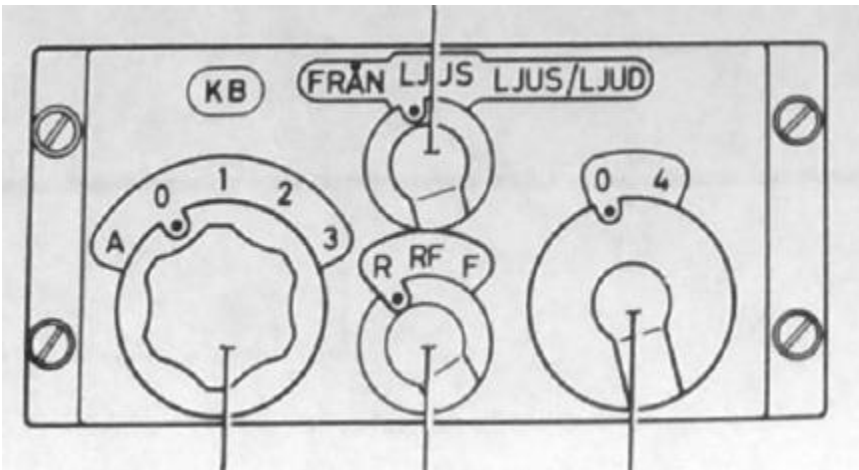
The radar warner is active if the SKEDESVÄLJARE is in FK (test) , NAV (Navigation), ANF (Attack) or LANDNING (landing) position and the landing gear is retracted.



There is two different modes, manual and automatic.

The manual mode (that is selected by the settings above) and the KB mode selector is set to any of position 0 to 3, will give the pilot directional and signal type information for supporting decision of evasive maneuvers and manual chaff/flare dispensing.

The information mode selector determines if the pilot gets a) no information (FRÅN), b) only directional information (LJUS), c) directional and signal type (LJUS/LJUD).



The automatic mode is active (with the above settings) and the mode selector is set to the A position at the KB panel. This gives an automatic dispensing of chaff and flares.

The pilot will get the same information for direction and signal type as in the manual mode.

Directional information is registered at the tape recorder second channel, and signal type is registered at the first channel (together with radio transmissions).