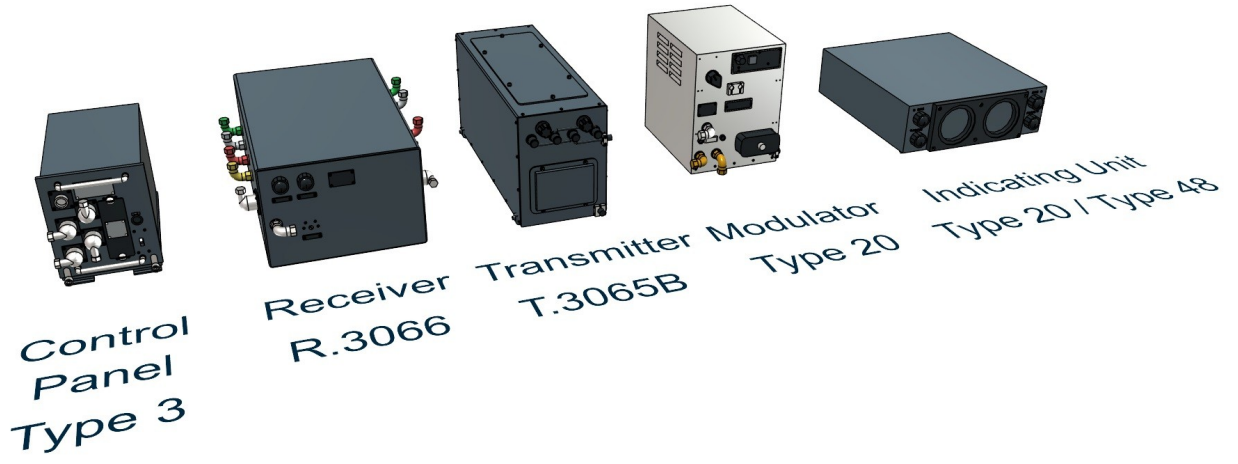




**Painting and Installation Guide
Airborne Interception Radar, AI Mk.IV
for Nightfighters:
Bristol Beaufighter
DeHavilland Mosquito
Douglas P-70 and Lockheed PV-1 Ventura**







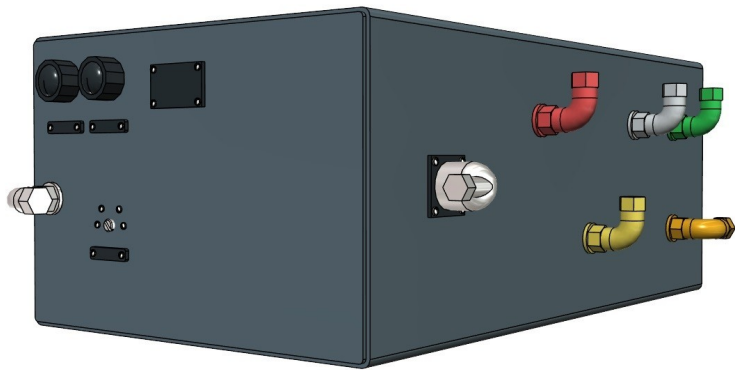
Control Panel Type 3



Receiver R.3066



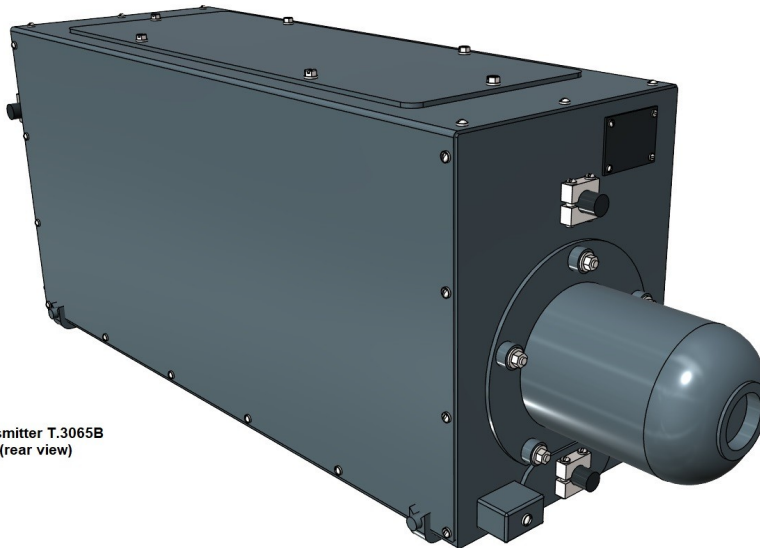
Receiver R.3066



Transmitter T.3065B



Transmitter T.3065B
(rear view)



Modulator Type 20



Indicating Unit Type 20 / Type 48



"Radar, Airborne Interception, Mark IV, or AI Mk. IV for short, was the world's first operational air-to-air radar system. Early Mk. III units appeared in July 1940 on converted Bristol Blenheim light bombers, while the definitive Mk. IV reached widespread availability on the Bristol Beaufighter heavy fighter by early 1941. On the Beaufighter, the Mk. IV arguably played a role in ending the Blitz, the Luftwaffe's night bombing campaign of late 1940 and early 1941." - Wikipedia.

Note: Although much is known about the individual equipment, the installation configuration and position of this equipment in the Beaufighter has not been determined with precision. No drawings or photos of the equipment's precise installation or installation hardware are known to exist. De-classified Royal Air Force drawings showing approximate equipment positions aboard Beaufighters, P-70 and Boston III/Havoc Turbinlight aircraft are shown below as an aide for modelers. A connection diagram is also included for those who wish to add wiring detail.

On Beaufighters, when the radar was in operation, the radar operator faced aft while looking into the two cathode ray tube (CRT) radar scopes housed within the "Indicator Unit". The Indicator Unit is known to have been positioned aft of the radar operator just under the rear edge of the bubble canopy. The other equipment was probably fixed to shelves or racks attached to the starboard (right) side of the fuselage next to the radar operator as shown in the RAF drawing below. No drawings for DeHavilland Mosquito installation are known to exist.

