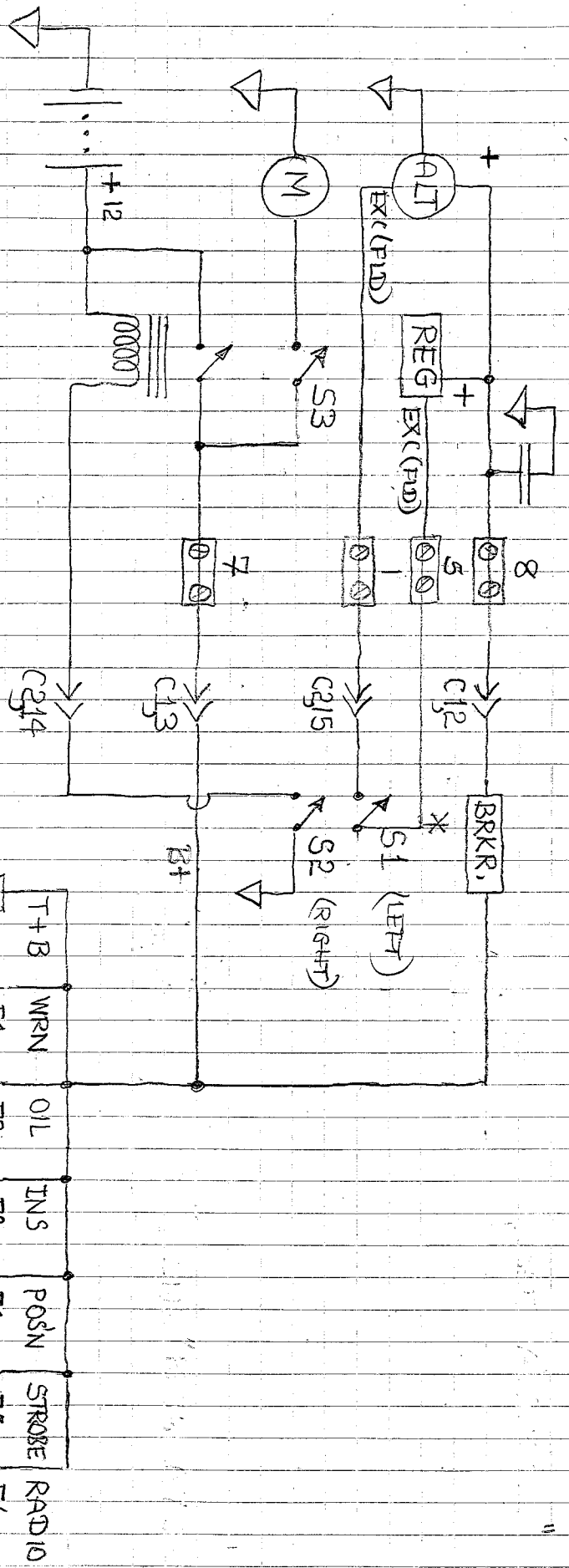


POWER, RF5B

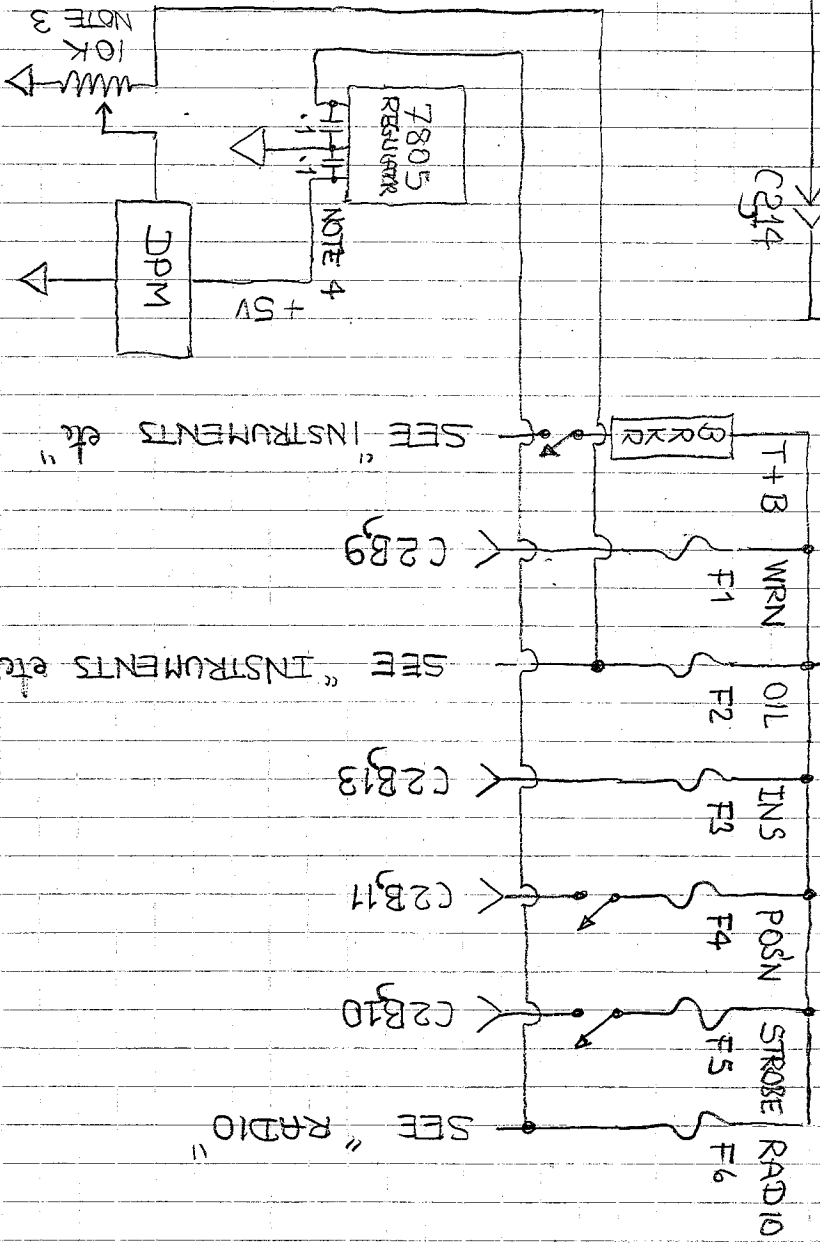


ALT = ALTERNATOR
M = STARTER MOTOR

S1 = LEFT MASTER
S2 = RIGHT MASTER
S3 = STARTER MOTOR SWITCH
T+B = TURN + BANK
F1 = FUSE 1 2A
F2 = 2A
F3 = 2A
F4 = 2A
F5 = 8A
F6 = 8A
DPM = DIGITAL PANEL METER
5A = 5A

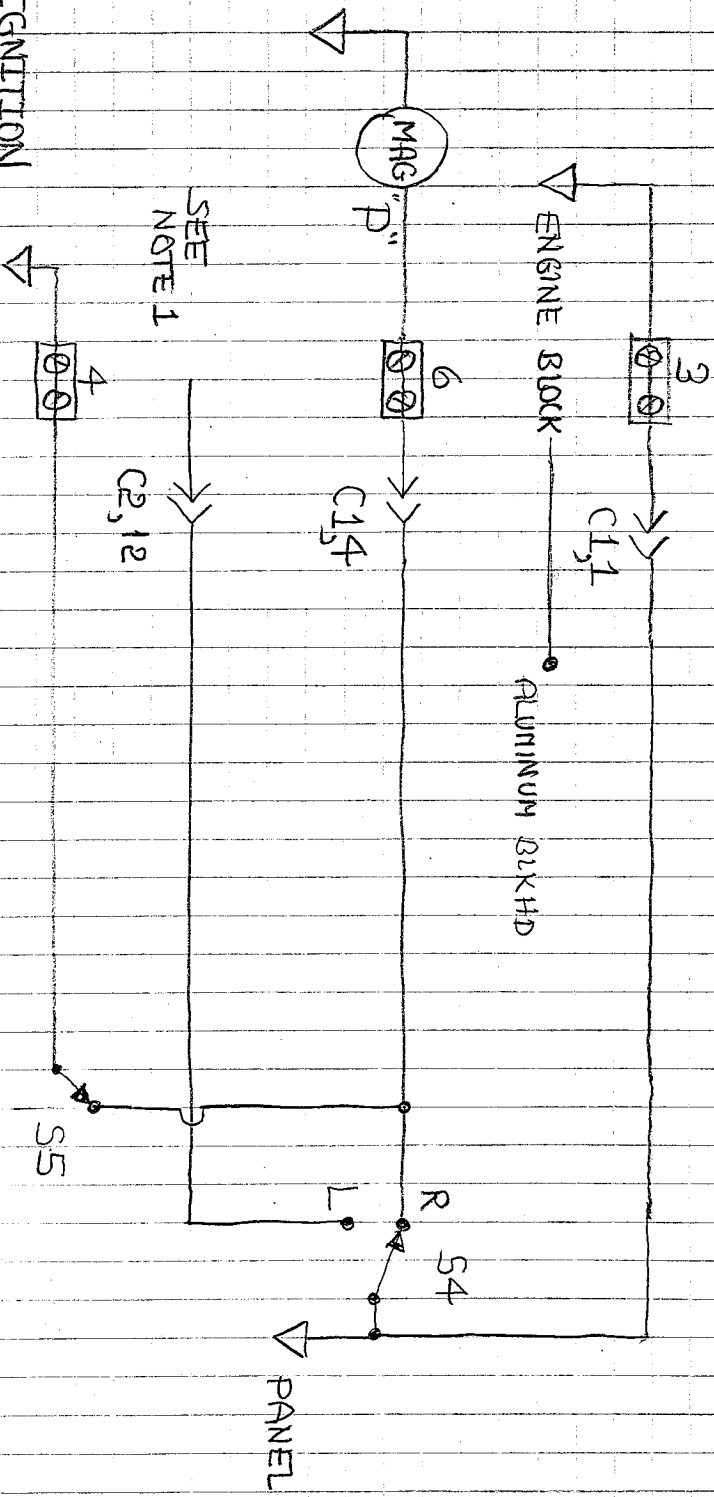
R. Reiterman
R. REITERMAN OCT 17 1993

* TEMPORARILY CONNECTED DIRECTLY TO MASTER SWITCH - SHOULD BE RATED THRU C2



SEE "INSTRUMENTS etc"
SEE "INSTRUMENTS etc"
SEE "RADIO"

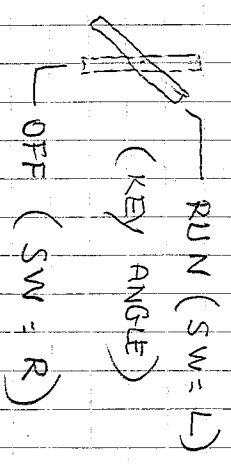
GROUNDS, RF5B



S4 = IGNITION
 S5 = " , REAR COCKPIT
 * 7/15: REAR P SWITCH NOT CONNECTED

SEE NOTE 1

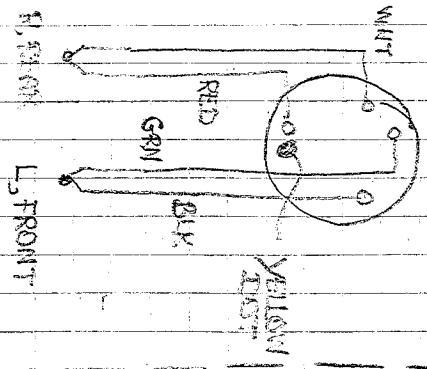
NOTE "L" IS C.W. KEY
 "R" IS C.C.W. "



R. Keuerman
 R. KEUERMANN, OCT 17 1993

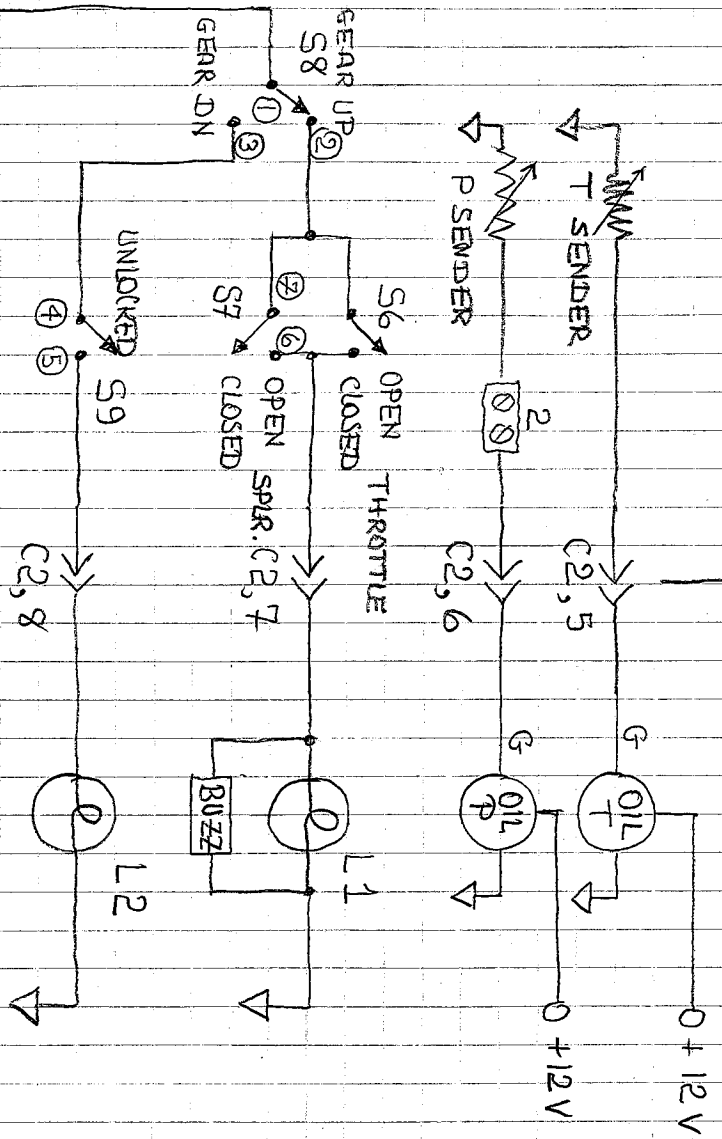
RFSB, INSTRUMENTS, LIGHTS, WARNING

CHT GAGE [REAR]



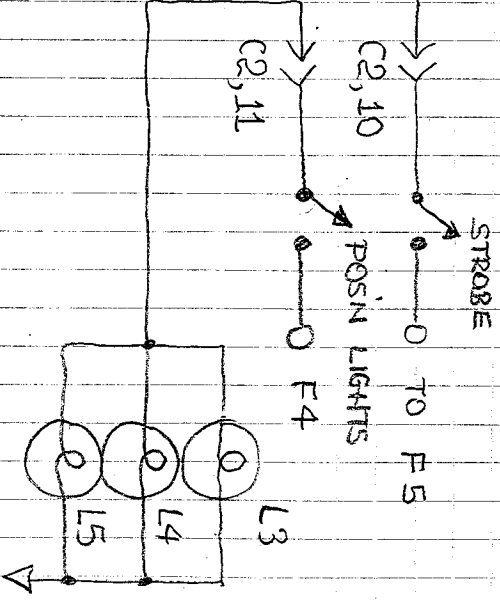
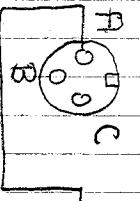
LEFT MAIN, L, FRONT
RIGHT " " " " " "

PANEL



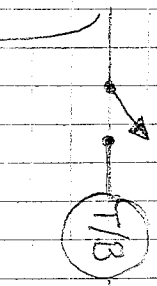
- S6 = THROTTLE SW.
- S7 = SPOILER SW.
- S8 = GEAR SWITCH
- S9 = GEAR LOCK SW.
- CIRCLED #'S @ ARE SW. TERMINALS
- SEE "WIRE LIST, MICROSWITCHES"
- L1 = GEAR WARNING LIGHT
- L2 = " " LOCKED LIGHT
- L3 = " " " "
- L4 = " " " "
- L5 = " " " "
- C3 = STROBE POWER SUPPLY INPUT

C3 NOTE 5



SOURCED FROM P2
SEE "POWER, RFSB"

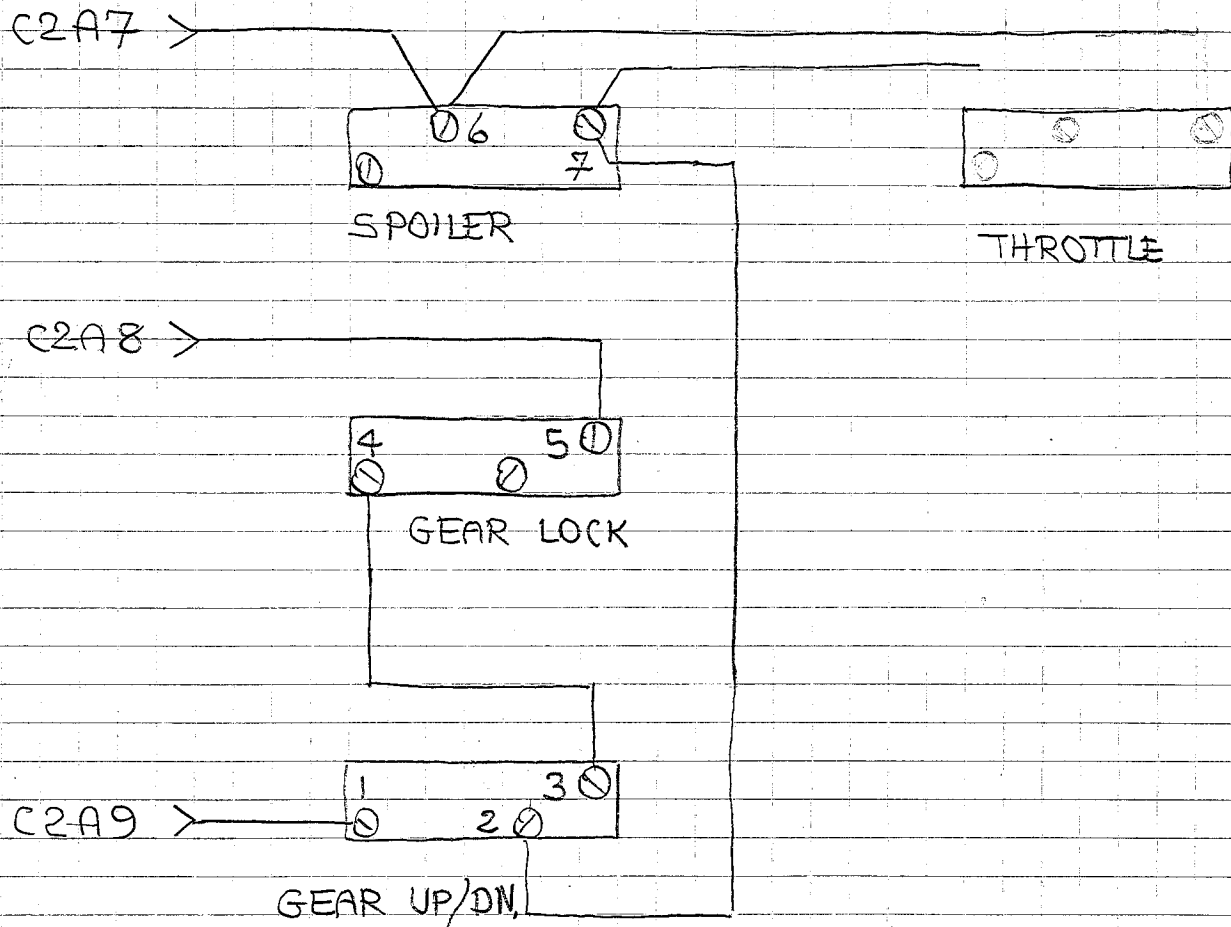
FRONT T/B BRKR,
SEE "POWER, RFSB"



R. Kellerman

R. KELLERMAN OCT 17 1993

WIRE LIST, MICROS WITCHES



R. Kellerman

R. KELLERMAN OCT 26 93

WIRE LIST - TERMINAL BLOCK ON FIREWALL

[" —  — " ON DIAGRAMS]

TOP

ALTERNATOR FIELD

OIL PRESSURE SENDER

2

C2,A6

ENGINE BLOCK GD.

3

C1,A1

BULKHEAD GD.

4

REAR COCKPIT BLOCK

V. REGULATOR, FIELD

5

C2,A15

MAGNETO "P"

6

{ C1,A4
REAR COCKPIT BLOCK

BATTERY CONTACTOR*

7

C1,A3

CAPACITOR

8

C1,A2

THROTTLE SW.

9

THROTTLE SW.

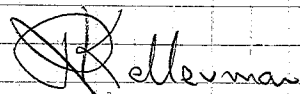
10

FORWARD

AFT

← FIREWALL

* i.e. OUTPUT (B+)



R. KELLERMAN OCT 26 93

WIRE LIST, CONNECTOR C1A / C1B

A B

FIREWALL STRIP, 3 → 1 → IGN. SWITCH + INST. PANEL GD.

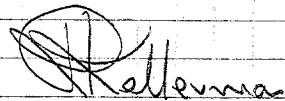
FIREWALL STRIP, 8 → 2 → GENERATOR BRKR.

FIREWALL STRIP, 7 → 3 → AMMETER, + L
DELETED

FIREWALL STRIP, 6 → 4 → IGNITION SW, R

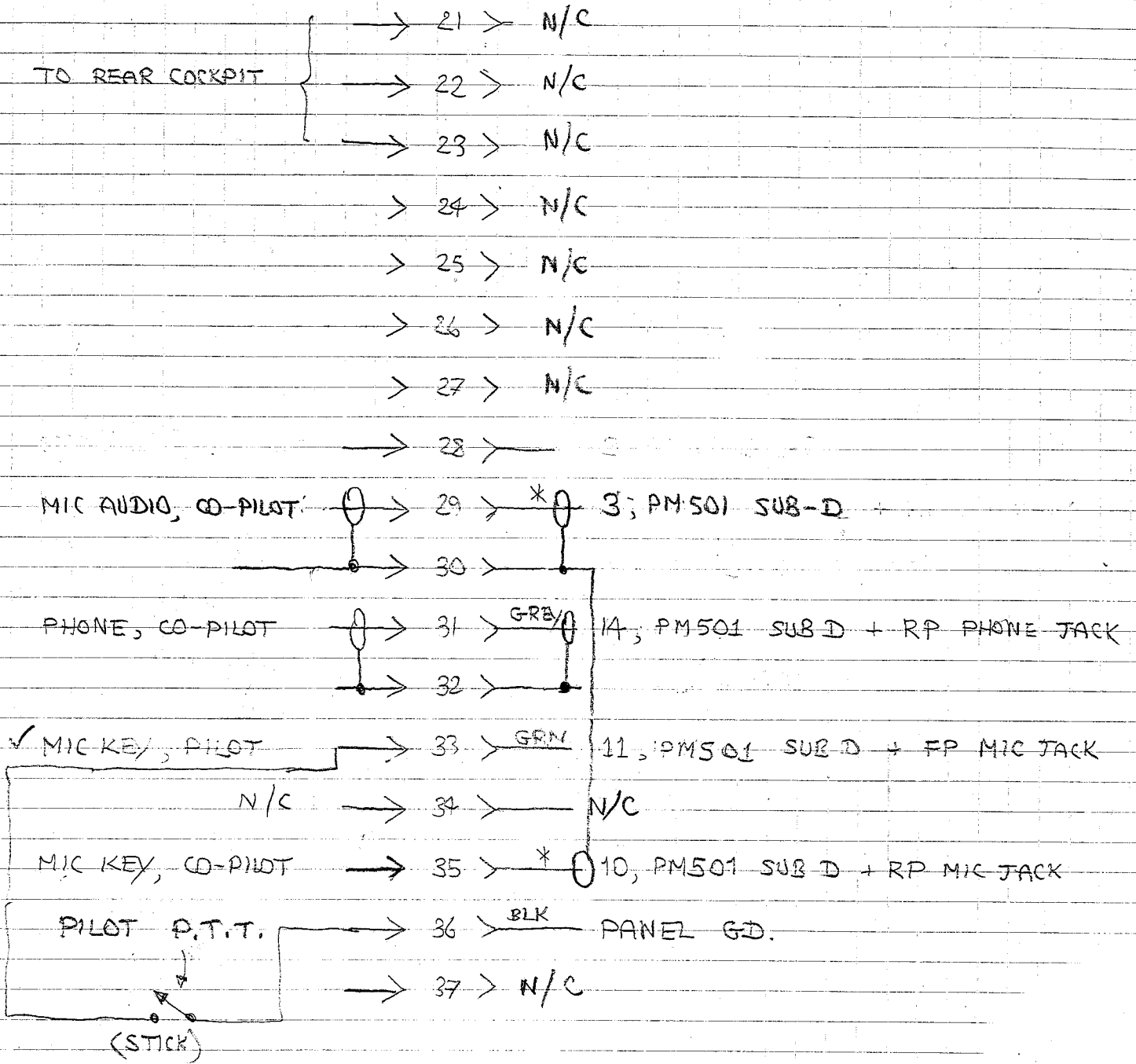
A CONNECTOR IS TIED TO AIRCRAFT

B " " " " PANEL




R. KELLERMAN, OCT 26 93

(PIN) (AIRCRAFT) A | B (PANEL) (SOCKET)



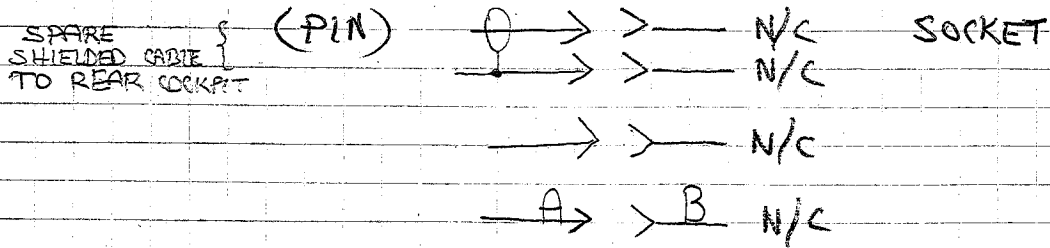
* MIC KEY (WHT) + MIC AUDIO (RED)
ARE IN SINGLE SHIELD CONNECTED
TO PIN 30, AND ARE IN BLK JACKET

† ALL SHIELDS TIED TO GD @ SUB-D
THEY ARE NOT GROUNDED @ OTHER
END TO AVOID LOOPS. WHEN THE
GROUND IS A RETURN PATH (EX PHONE)
IT IS OF COURSE CONNECTED.


R. KEILERMAN, NOV 27 94

WIRE LIST, CONNECTOR C2A (AIRCRAFT) / C2B (PANEL)

NOTE: 19-23 ALL GO TO REAR COCKPIT TERMINAL STRIP
NO MATING SOCKETS IN PANEL PLUG

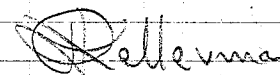


OIL T SENDER GAGE	→ 5	→	OIL T GAGE, G
FIREWALL STRIP, 2	→ 6	→	OIL P GAGE, G
SPOILER SW.	→ 7	→	GEAR WARNING, LAMP + BUZZER
GEAR LOCKED SW.	→ 8	→	GEAR LOCKED LAMP
GEAR UP/DN SW.	→ 9	→	FUSE "WRN"
STROBE FEMALE CONN. TERMINAL B REAR COCKPIT	→ 10	→	STROBE SW.
	→ 11	→	POSN. SW.
2 COND. CABLE @ REAR CAB. AFT. BLKHD	→ 12	→	IGNITION SW, L
	→ 13	→	FUSE "INS"
BATTERY CONTACTOR *	→ 14	→	RIGHT MASTER
FIREWALL STRIP, 5	→ 15	→	LEFT MASTER
VARIO SPKR	GRN †	→ 16	VARIO AUDIO
	BRN †	→ 17	VARIO AUDIO
COM SPKR	VIOL †	→ 18	RED SEE "RADIO" RK SCHEMATIC
	YL †	→ 19	N/C
	SHIELD †	→ 20	N/C

SEE REVERSE SIDE
FOR P 21-37

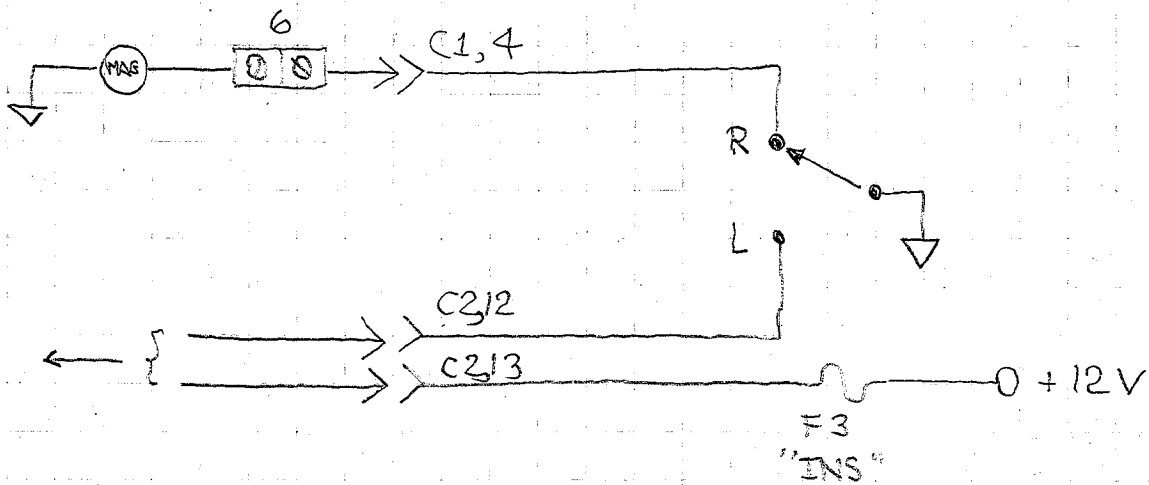
† RUN TO REAR COCKPIT

* INPUT


R. KELLERMAN OCT 26 93

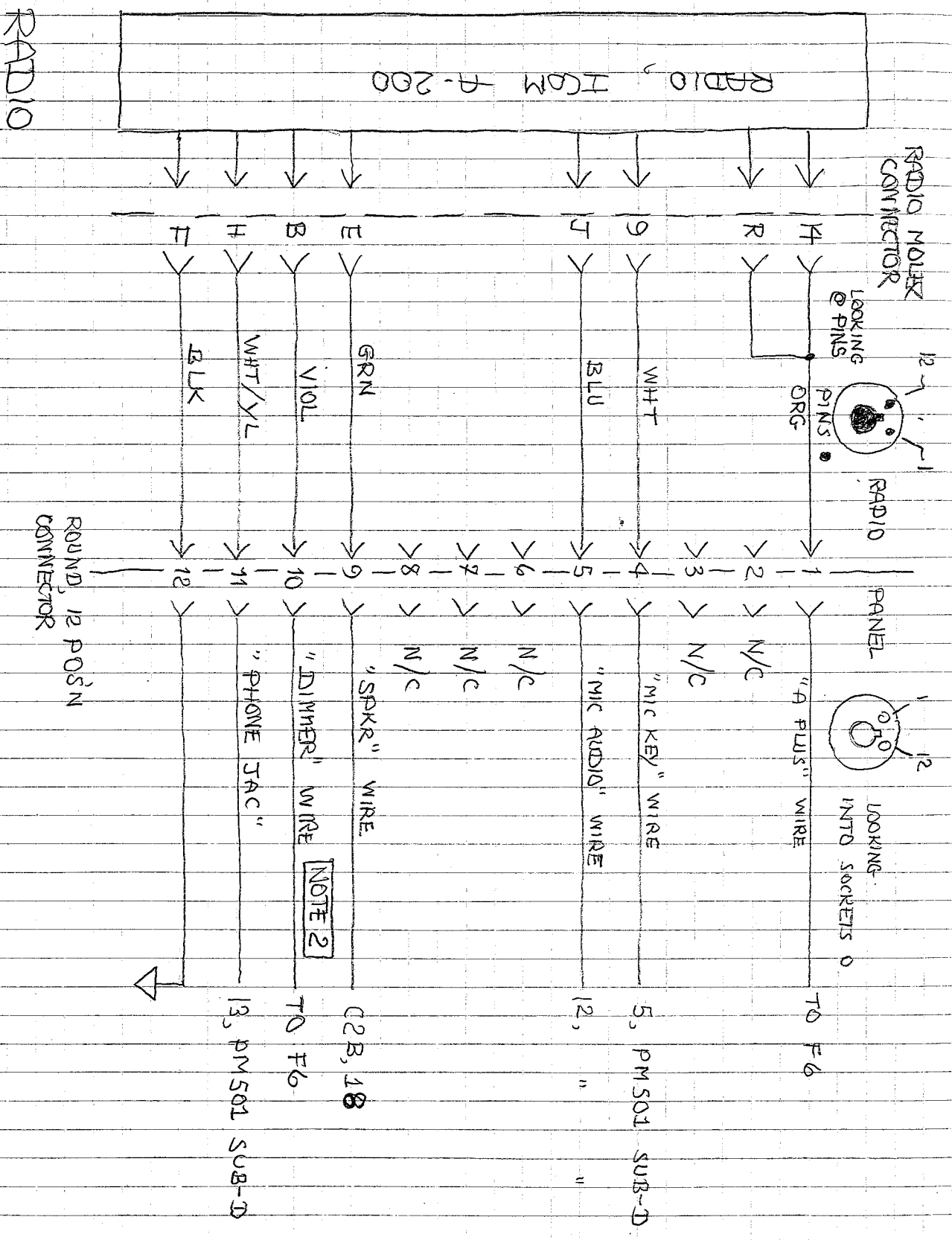
NOTES ON RFSB ELECTRICS

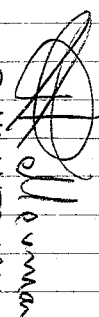
- ① There is a 2-conn. cable aft of the rear cabin whose function is not known. It is connected:



The ign. switch is a low-side switch for something back there - I would guess a beacon. I labelled the cable, "SEE NOTE 1"

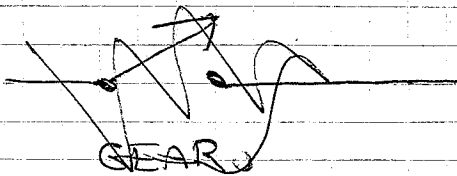
- ② This wire cut because there is no dimmer or switch installed and no current use for one. The ends of the cut wire are left protruding from the radio wire bundle jacket. One end is imprinted "DIMMER"
- ③ 10K μ F is located on DPM. It is adjusted against a precision portable DPM. Probably should be re-adjusted yearly. [DPM span is 199 mV]
- ④ By-pass caps indicated on 7805 not installed.
- ⑤ Stroke con. located aft, behind rear cabin bulkhead.




 R. KELLERMAN
 NOV 27 94

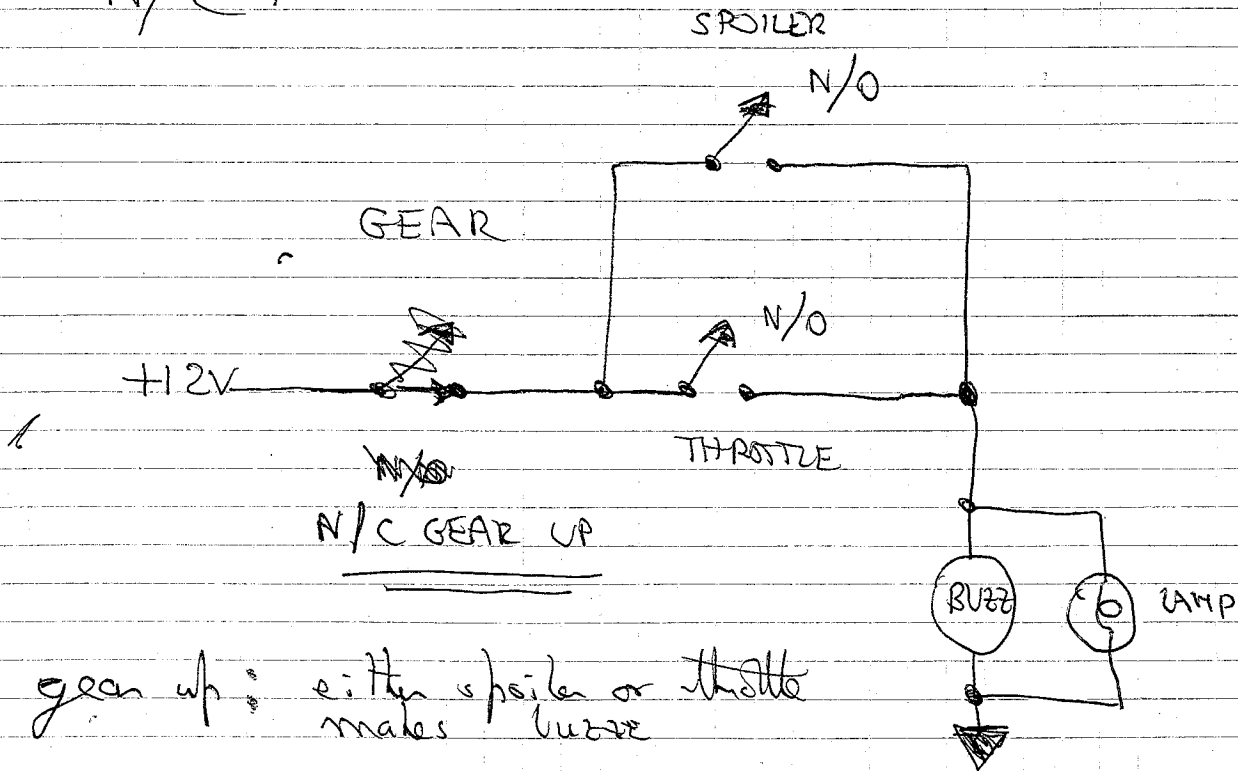
Interlocks:

○ SPOILER - THROTTLE - GEAR



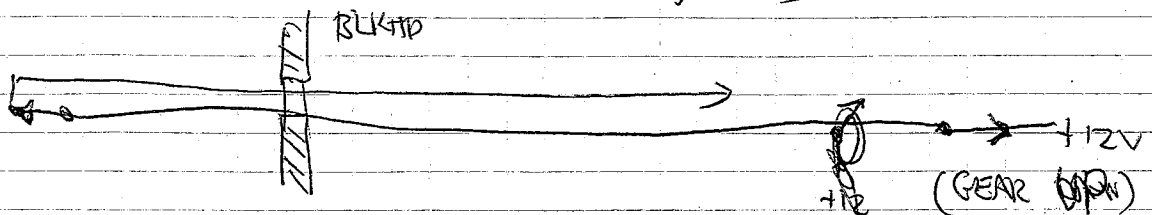
N/O; Throttle

N/C;

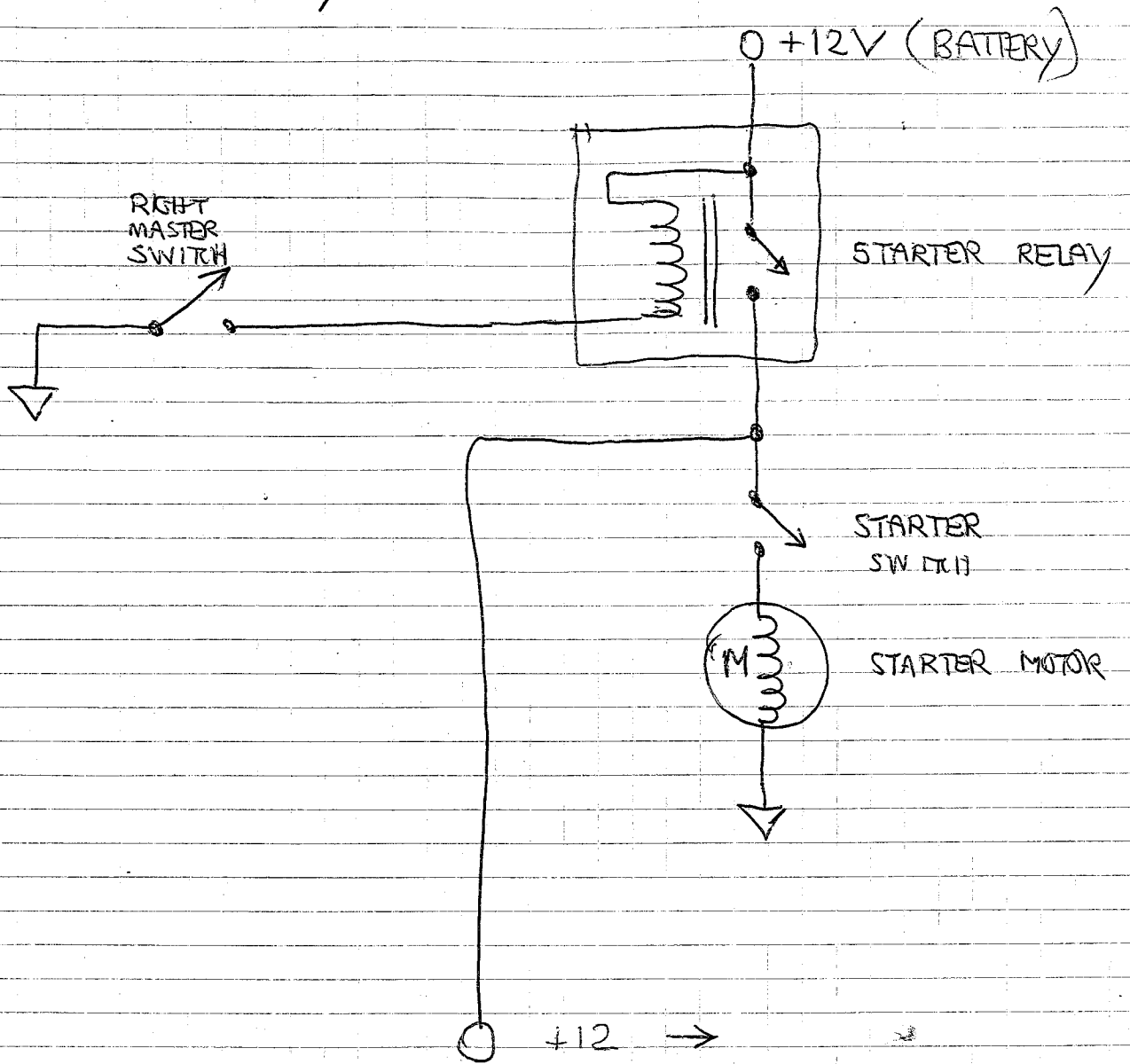


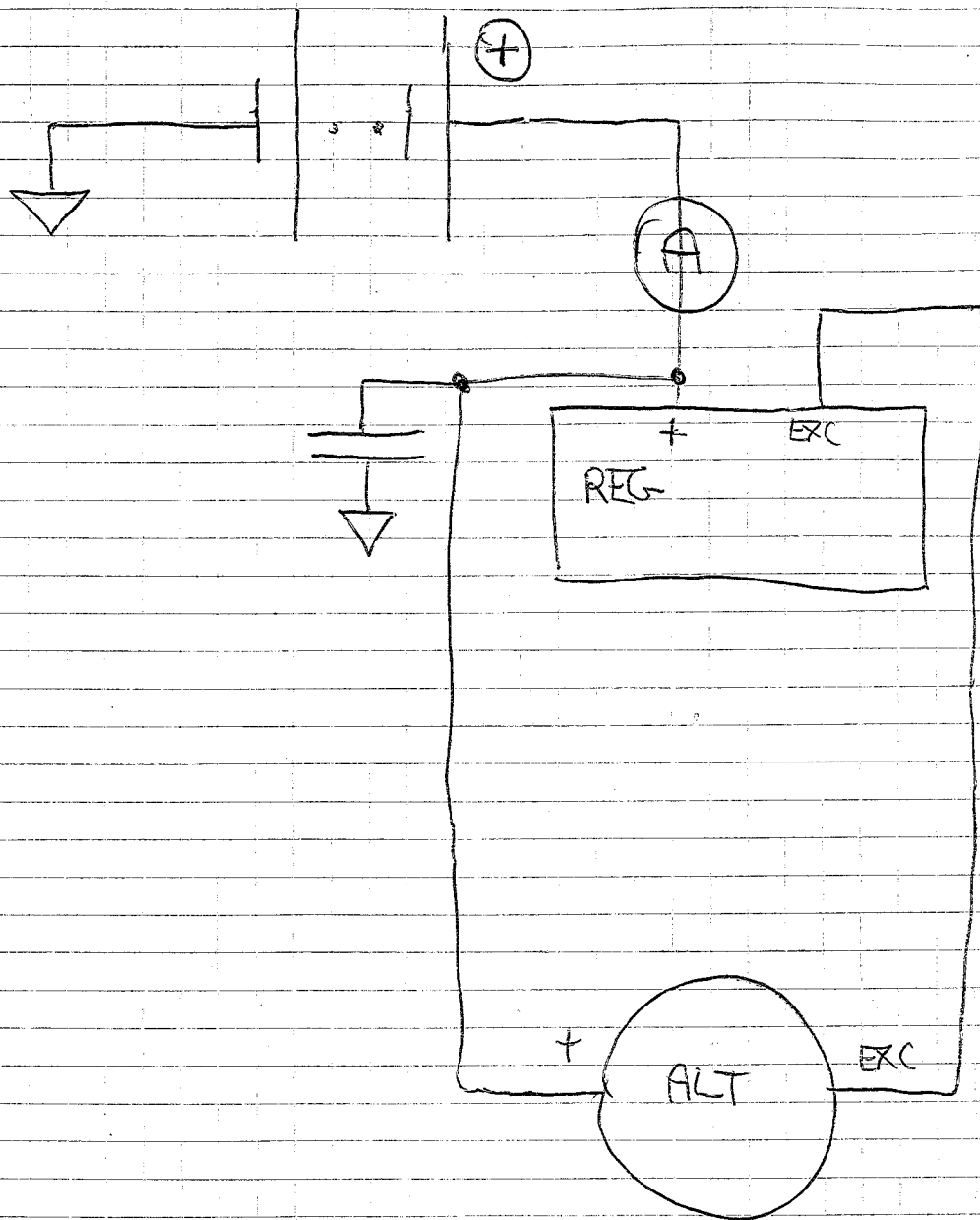
gear up: either spoiler or throttle makes buzzer

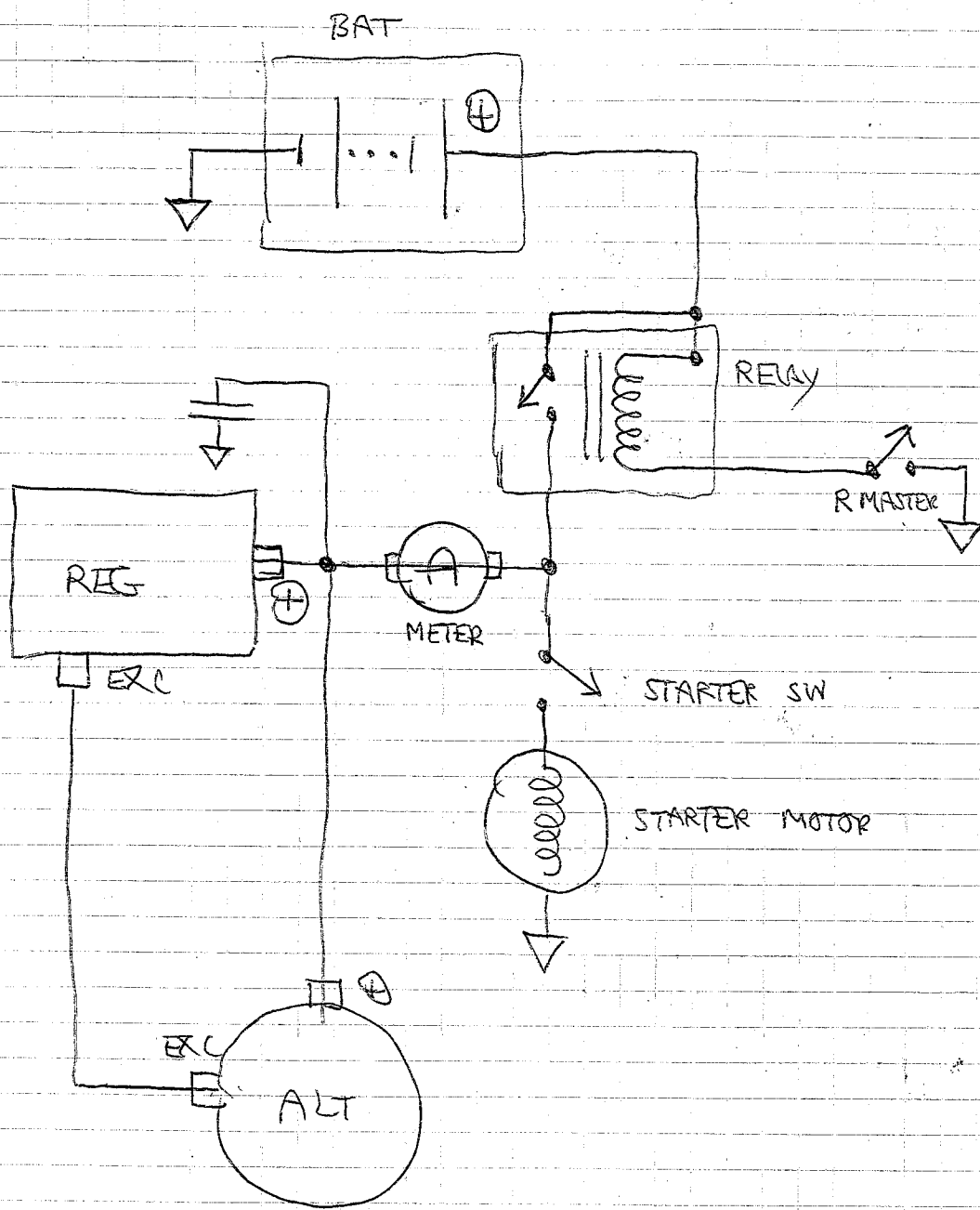
Note: +12 V source for throttle sw comes from gear μ sw, and is returned to buzzer/lamp with a second wire (installed by RK)



STARTER / ALTERNATOR

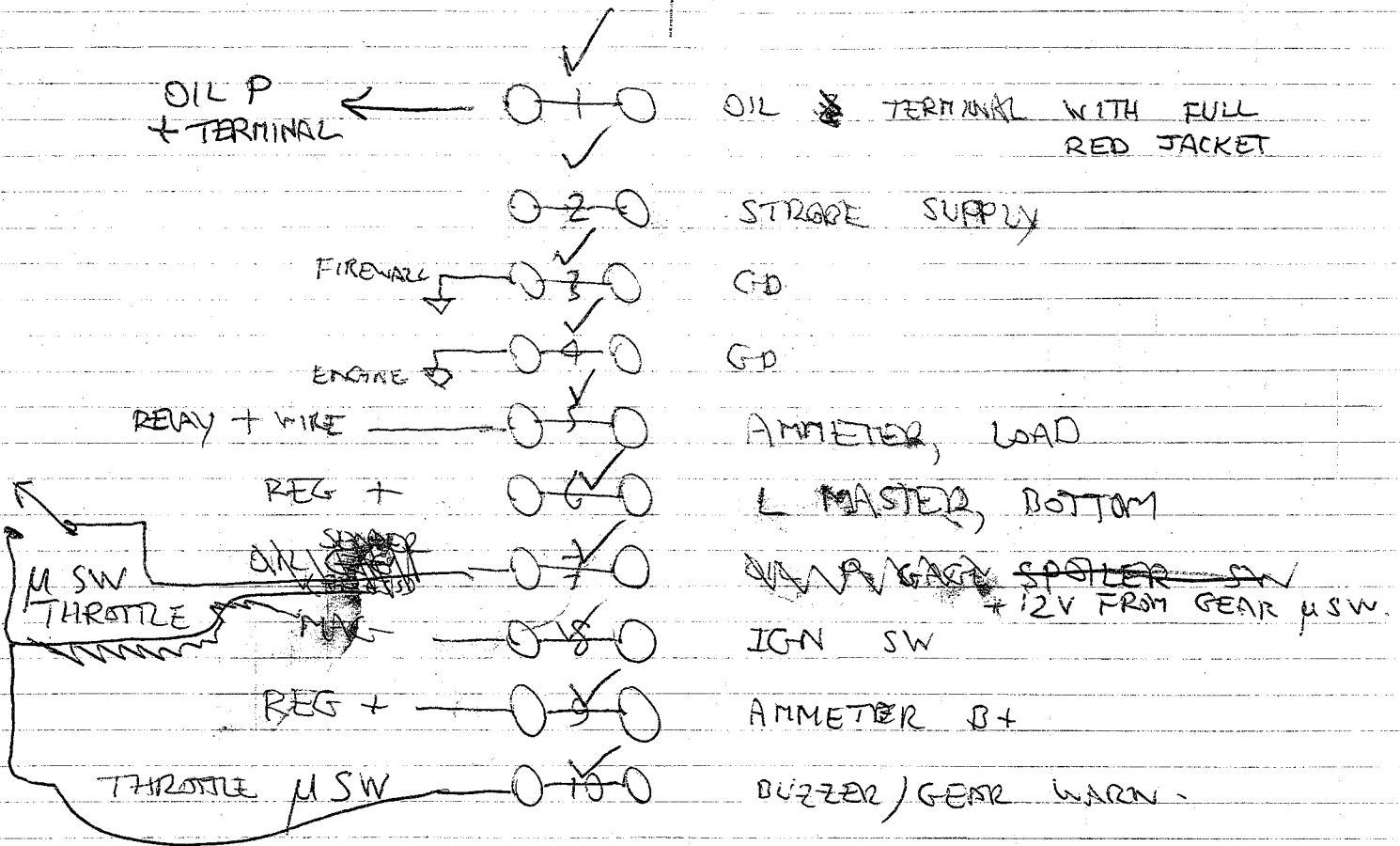






ENGINE

CABIN



OIL P GAGE : RED = GD
 BLUE = +12V

① sources current from meter to drive oil gage