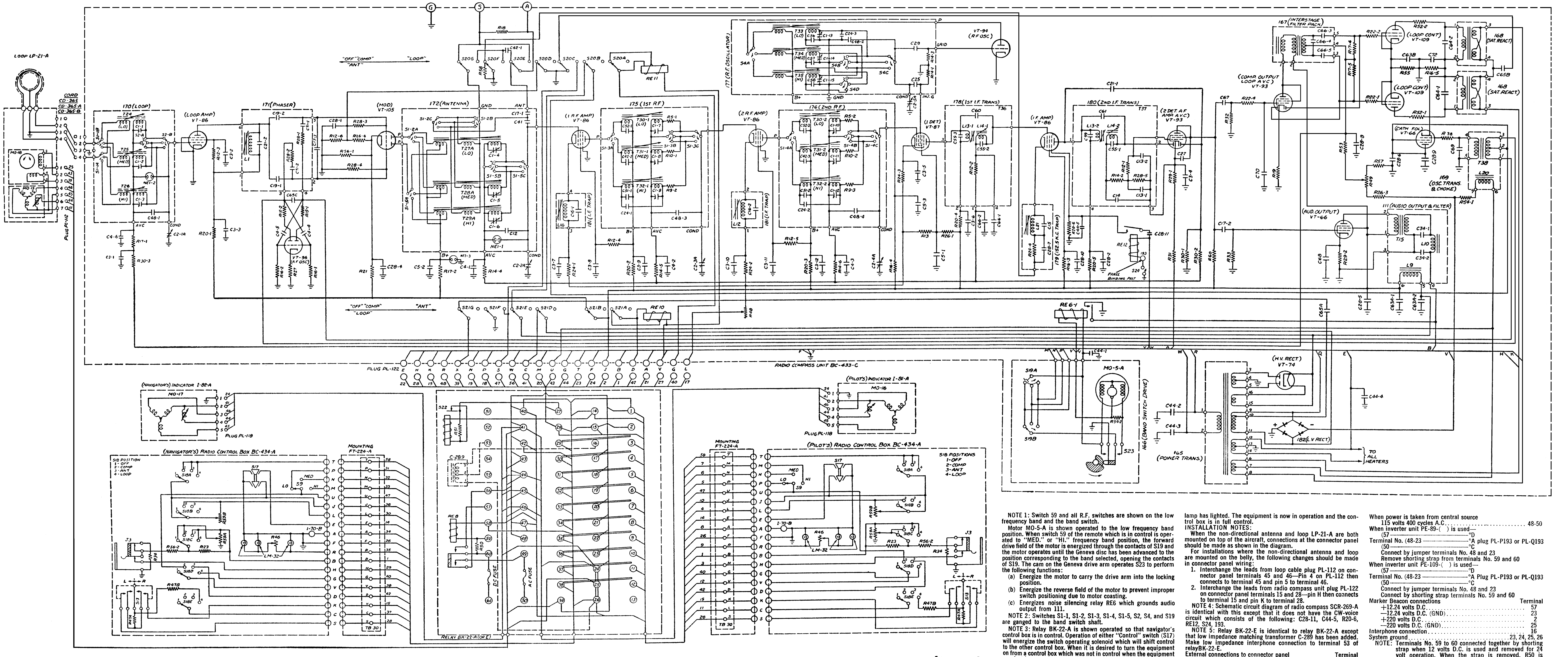

NOTE 1: Switch 59 and all R.F. switches are shown on the low frequency band and the band switch.

Motor MO-5-A is shown operated to the low frequency band position. When switch 59 of the remote which is in control is operated to "MED." or "HI." frequency band position, the forward drive field of the motor is energized through the contacts of S19 and the motor operates until the Geneva disc has been advanced to the position corresponding to the band selected, opening the contacts of S19. The cam on the Geneva drive arm operates S23 to perform the following functions:

(a) Energize the motor to carry the drive arm into the locking position.

(b) Energize the reverse field of the motor to prevent improper switch positioning due to motor coasting.

(c) Energizes noise silencing relay RE6 which grounds audio output from 111.

NOTE 2: Switches S1-1, S1-2, S1-3, S1-4, S1-5, S2, S4, and S19 are ganged to the band switch shaft.

NOTE 3: Relay BK-22-A is shown operated so that navigator's control box is in control. Operation of either "Control" switch (S17) will energize the switch operating solenoid which will shift control to the other control box. When it is desired to turn the equipment on from a control box which was not in control when the equipment was last in operation, select the desired function, depress the control switch and hold for approximately 3 seconds or until the green lamp has lighted. The equipment is now in operation and the control box is in full control.

INSTALLATION NOTES:

When the non-directional antenna and loop LP-21-A are both mounted on top of the aircraft, connections at the connector panel should be made as shown in the diagram.

For installations where the non-directional antenna and loop are mounted on the belly, the following changes should be made in connector panel wiring:

1. Interchange the leads from loop cable plug PL-112 on connector panel terminals 45 and 46—Pin 4 on PL-112 then connects to terminal 45 and pin 5 to terminal 46.
2. Interchange the leads from radio compass unit plug PL-122 on connector panel terminals 15 and 28—pin H then connects to terminal 15 and pin K to terminal 28.

NOTE 4: Schematic circuit diagram of radio compass SCR-269-A is identical with this except that it does not have the CW-voice circuit which consists of the following: C28-11, C44-5, R20-6, RE12, S24, 193.

NOTE 5: Relay BK-22-E is identical to relay BK-22-A except that low impedance matching transformer C-289 has been added. Make low impedance interphone connection to terminal 53 of relayBK-22-E.

External connections to connector panel	Terminal
+12.24 volts D.C	61
—12.24 volts D.C	23

When power is taken from central source	
115 volts 400 cycles A.C	48-50

When inverter unit PE-89-(   ) is used—
(57 ——————— °D
Terminal No. (48-23 ——————— °A plug PL-P193 or PL-Q193
(50 ——————— °C
Connect by jumper terminals No. 48 and 23
Remove shorting strap from terminals No. 59 and 60

When inverter unit PE-109-(   ) is used—
(57 ——————— °D
Terminal No. (48-23 ——————— °A Plug PL-P193 or PL-Q193
(50 ——————— °C
Connect by jumper terminals No. 48 and 23
Connect by shorting strap terminals No. 59 and 60

Marker Beacon connections	Terminal
+12.24 volts D.C	57
—12.24 volts D.C. (GND)	23
+220 volts D.C	2
—220 volts D.C. (GND)	25
Interphone connection	16
System ground	23, 24, 25, 26

NOTE: Terminals No. 59 to 60 connected together by shorting strap when 12 volts D.C. is used and removed for 24 volt operation. When the strap is removed, R50 is inserted in series with RE8 relay coil in order that the coil will not be overloaded when operated from 24 volts.

Figure 152. Complete Schematic Circuit Diagram, Radio Compass SCR-269-C