

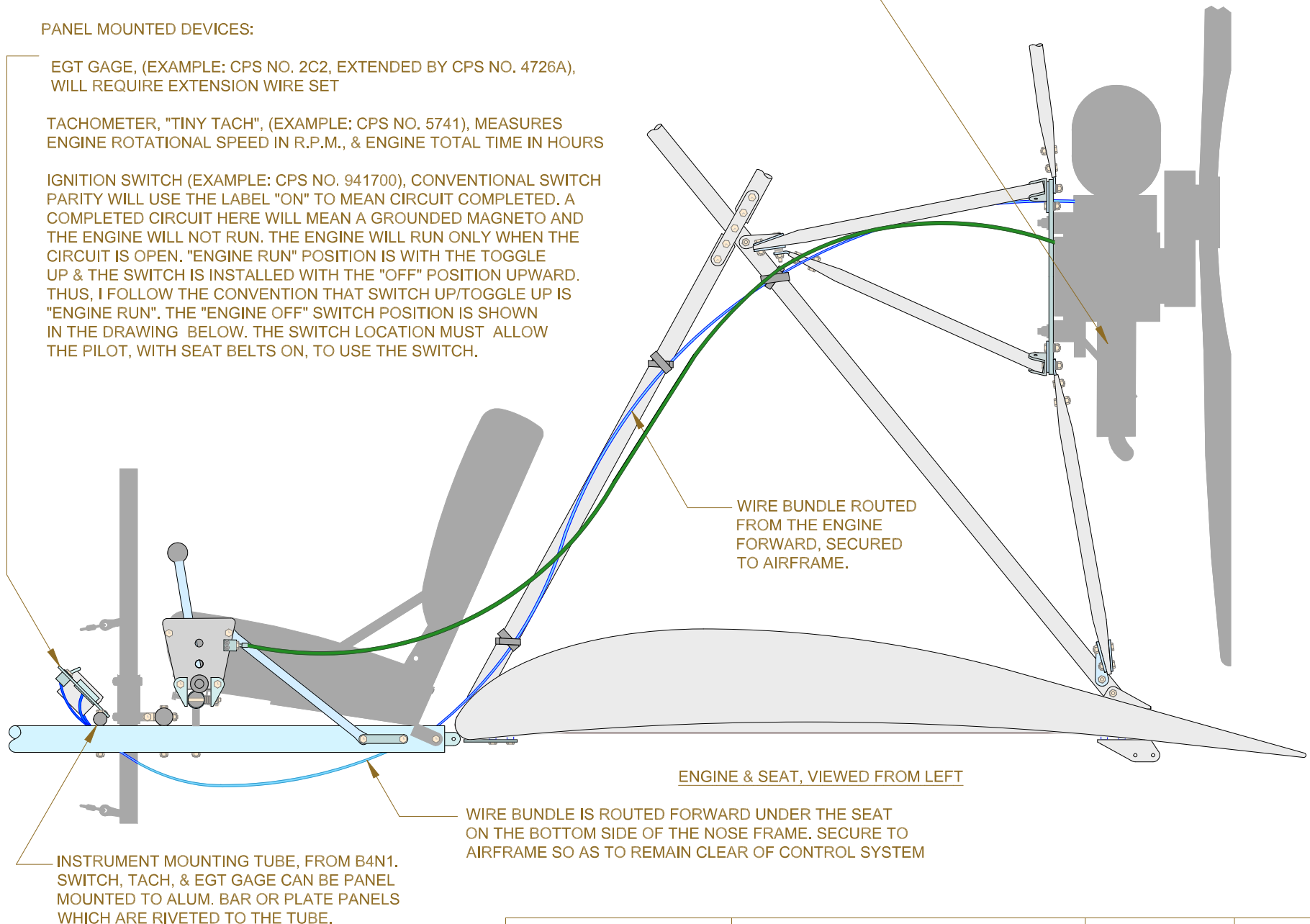
EXHAUST GAS TEMPERATURE (EGT) OF THE ENGINE IS MEASURED BY A THERMOCOUPLE PROBE (SENDER) ATTACHED TO A STEEL BAND CLAMPED AROUND THE ENGINE EXHAUST PIPE (EXAMPLE: CALIFORNIA POWER SYSTEMS NO.4607). THE PROBE EXTENDS A SHORT DISTANCE DOWN INTO THE EXHAUST GAS FLOW. THIS IS A CUSTOM INSTALLATION THAT REQUIRES DRILLING A HOLE FOR THE PROBE IN THE EXHAUST PIPE CLOSE TO THE ENGINE CYLINDER EXHAUST OUTLET.

#### PANEL MOUNTED DEVICES:

EGT GAGE, (EXAMPLE: CPS NO. 2C2, EXTENDED BY CPS NO. 4726A), WILL REQUIRE EXTENSION WIRE SET

TACHOMETER, "TINY TACH", (EXAMPLE: CPS NO. 5741), MEASURES ENGINE ROTATIONAL SPEED IN R.P.M., & ENGINE TOTAL TIME IN HOURS

IGNITION SWITCH (EXAMPLE: CPS NO. 941700), CONVENTIONAL SWITCH PARITY WILL USE THE LABEL "ON" TO MEAN CIRCUIT COMPLETED. A COMPLETED CIRCUIT HERE WILL MEAN A GROUNDED MAGNETO AND THE ENGINE WILL NOT RUN. THE ENGINE WILL RUN ONLY WHEN THE CIRCUIT IS OPEN. "ENGINE RUN" POSITION IS WITH THE TOGGLE UP & THE SWITCH IS INSTALLED WITH THE "OFF" POSITION UPWARD. THUS, I FOLLOW THE CONVENTION THAT SWITCH UP/TOGGLE UP IS "ENGINE RUN". THE "ENGINE OFF" SWITCH POSITION IS SHOWN IN THE DRAWING BELOW. THE SWITCH LOCATION MUST ALLOW THE PILOT, WITH SEAT BELTS ON, TO USE THE SWITCH.



# B4E13

## ENGINE CONTROL & INSTRUMENTATION

BLOOP 4  
ULTRALIGHT  
AIRPLANE

M. SANDLIN  
AUGUST 23  
2016