Location: Athens, GA

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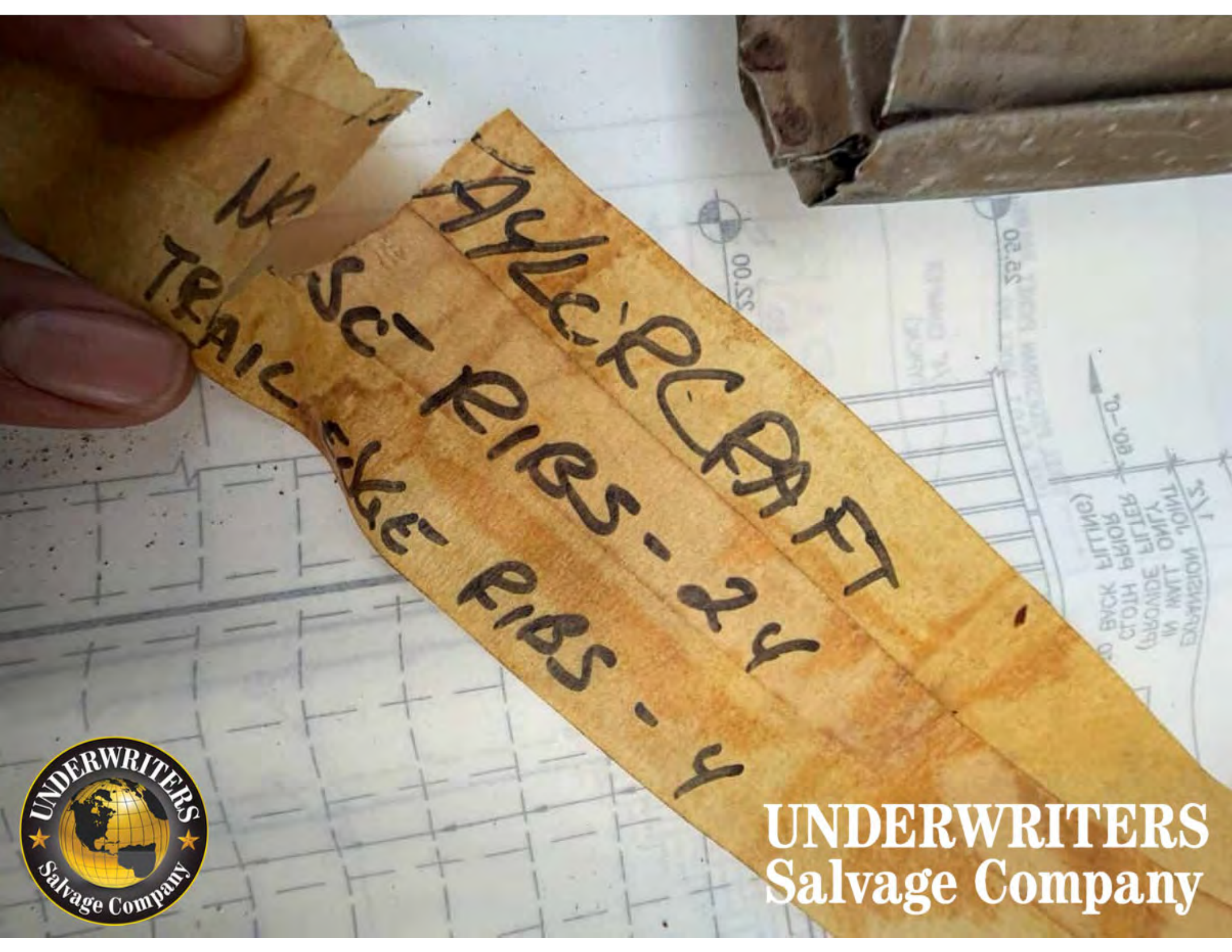
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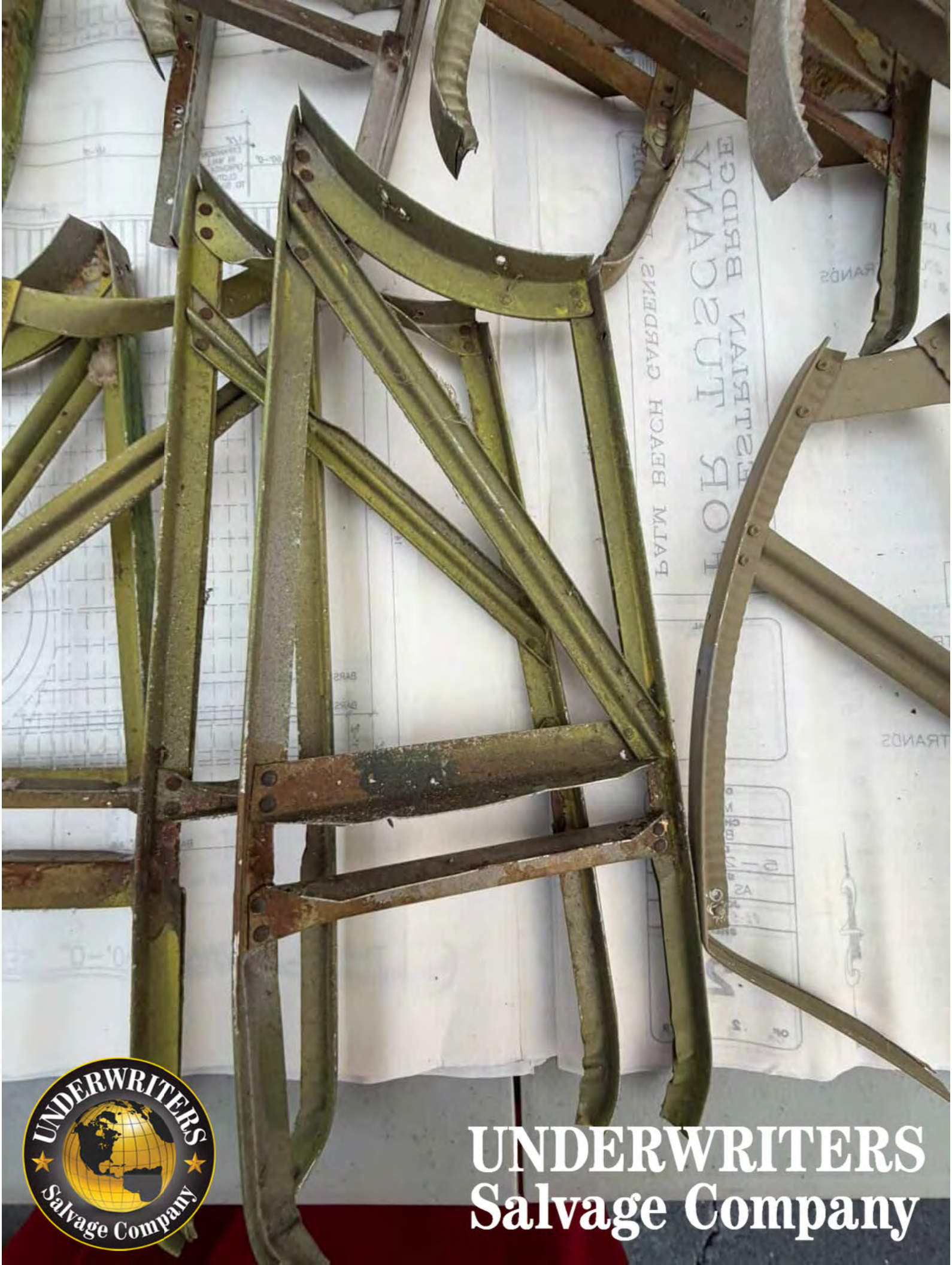

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Baxter Healthcare Corporation
Wing Tip
Tail
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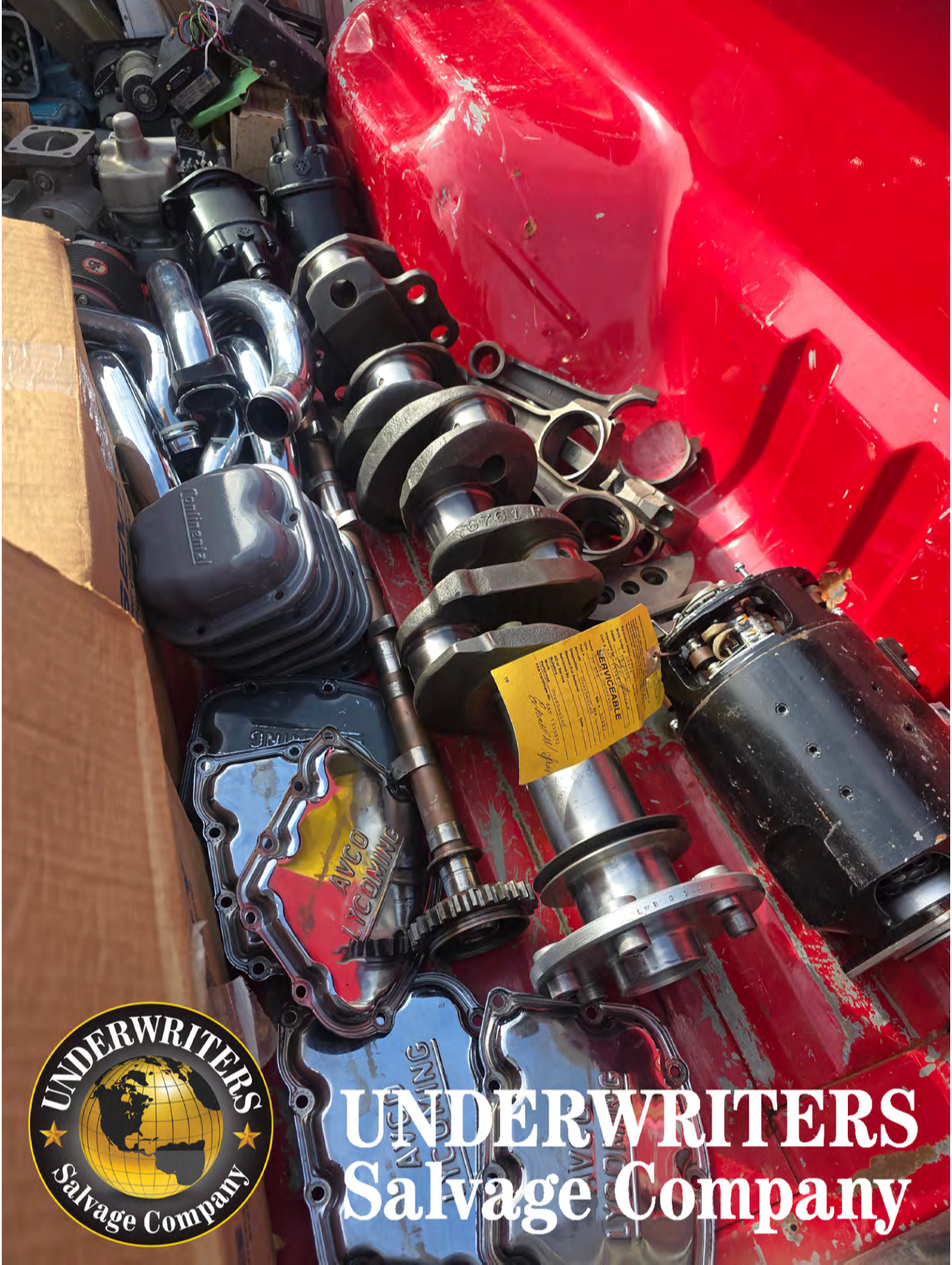

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MOHICAN AIR SERVICE, INC.
REPAIRABLE PARTS TAG
Nomenclature
Part No.
Removed from A/C
Reason for Removal
Remarks
Date
Mech.
Insp.
W.O. #
A.F.T.T.
Serial No.
Position
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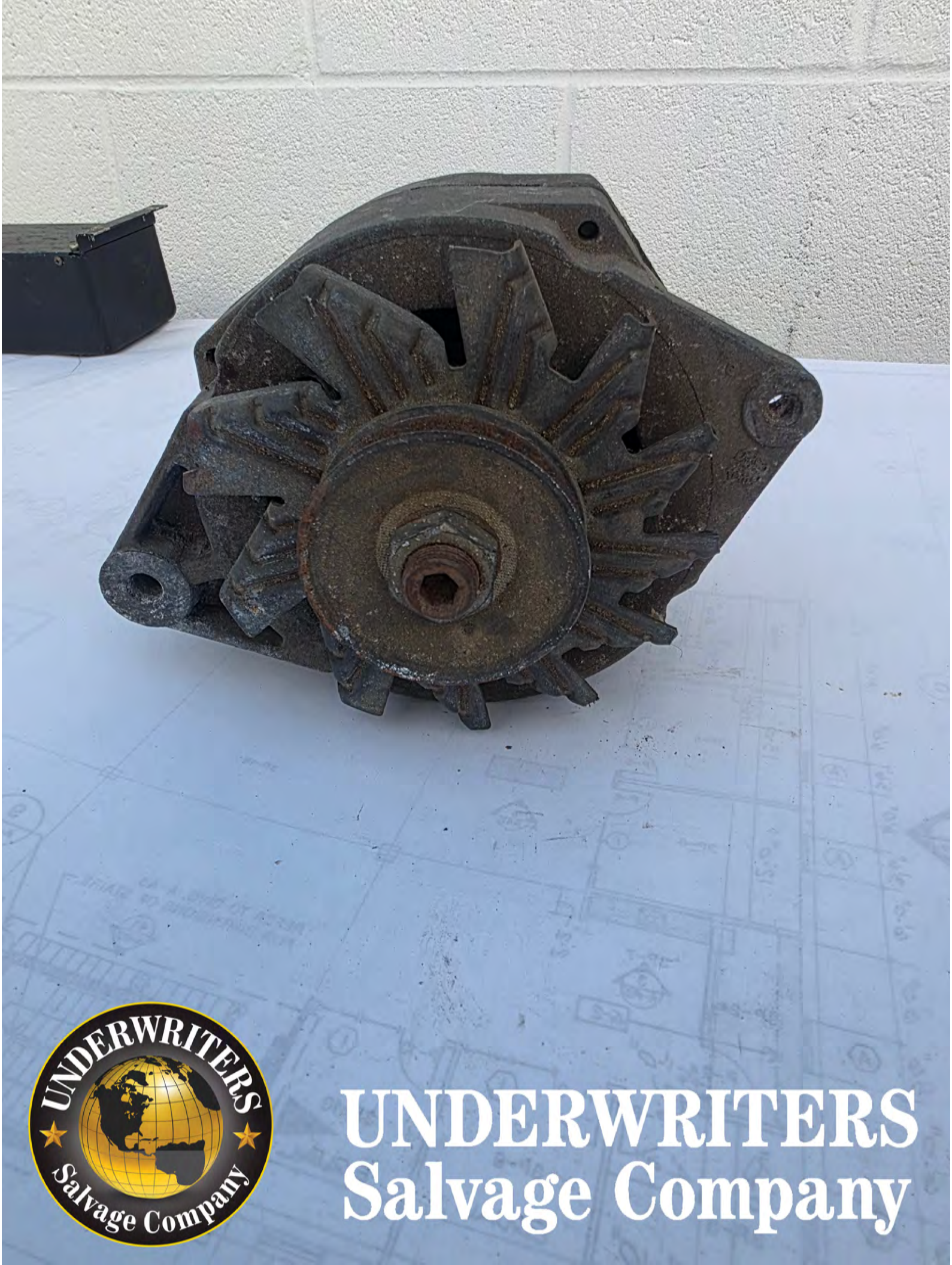

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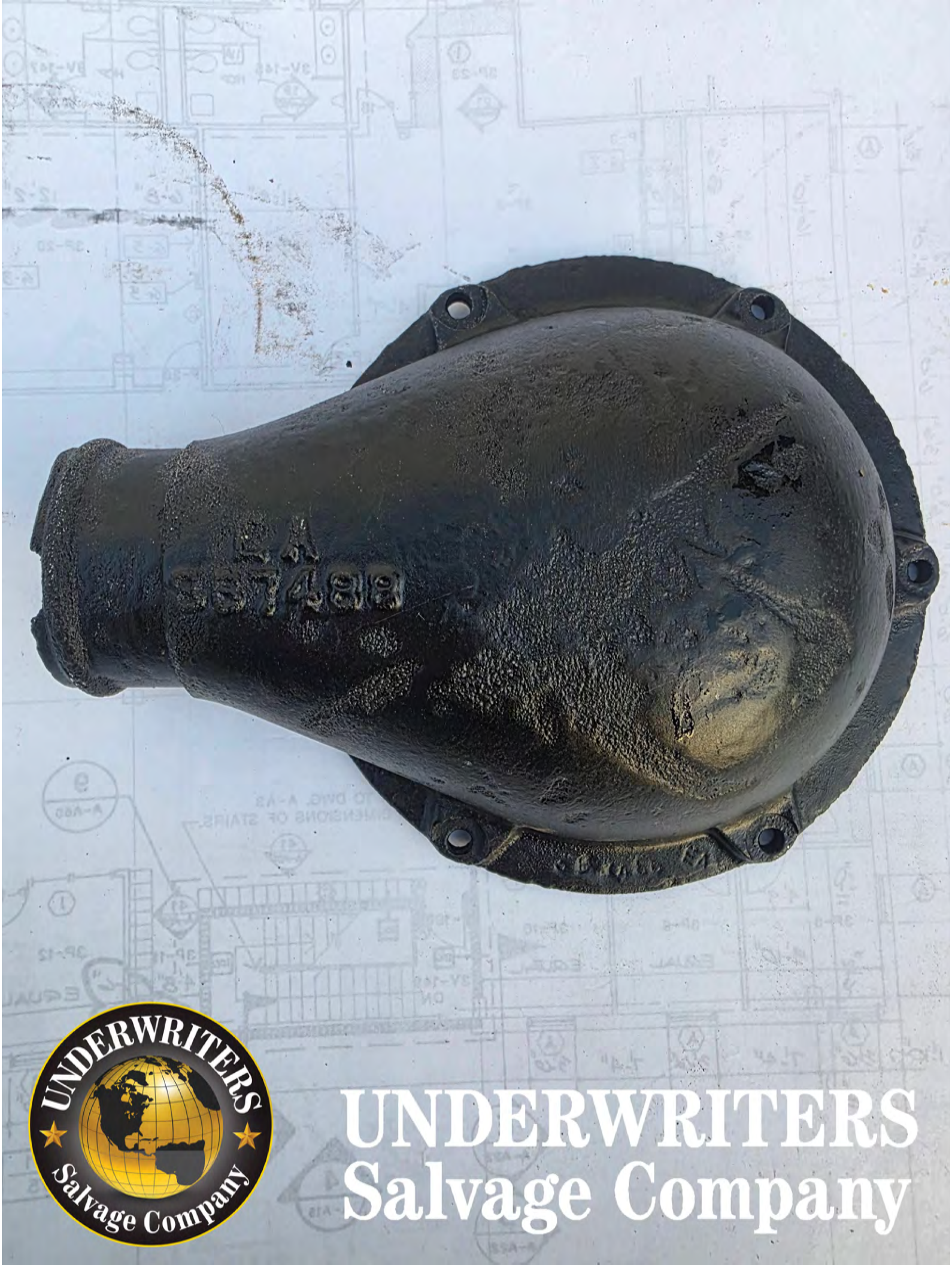

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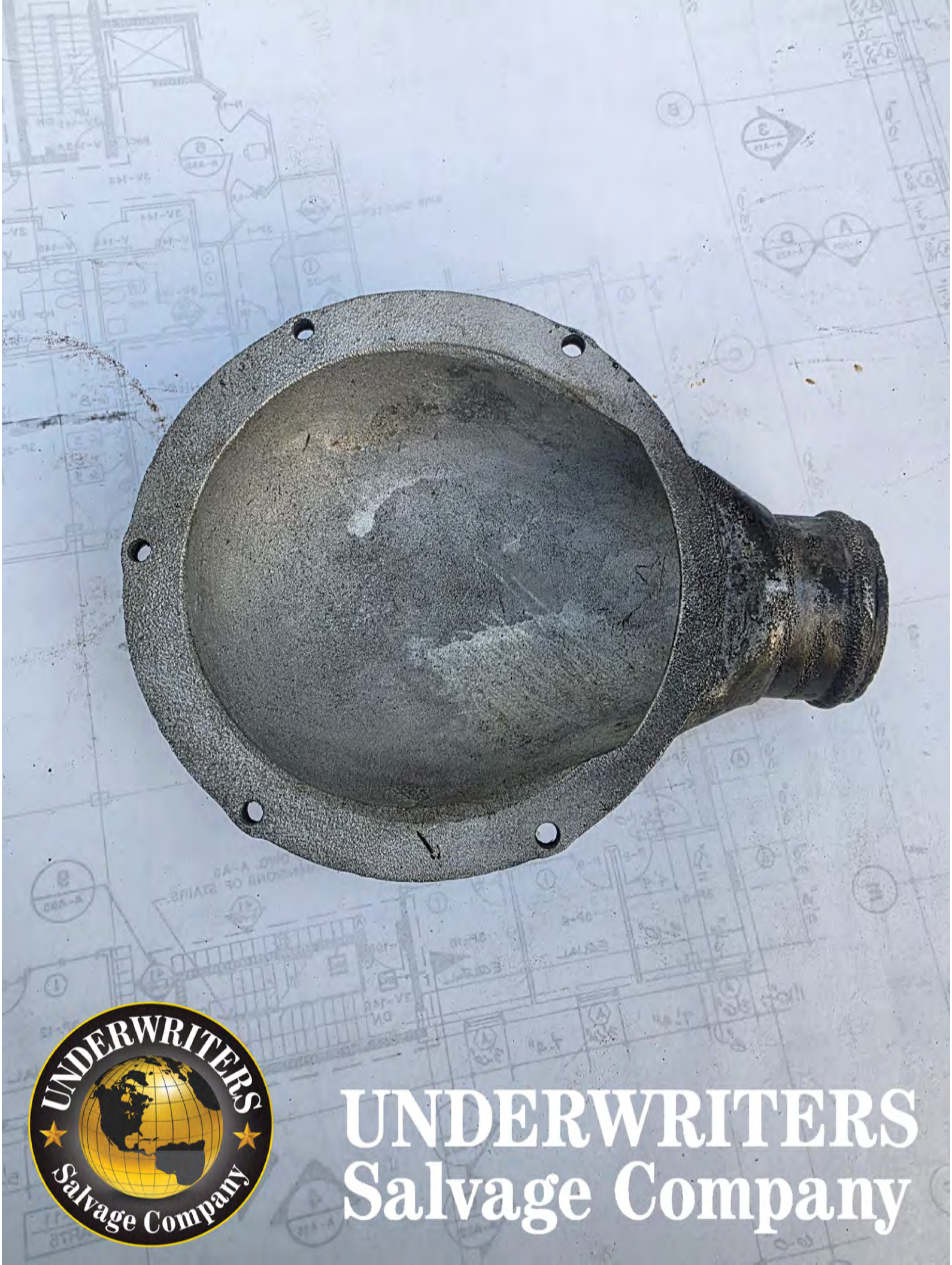

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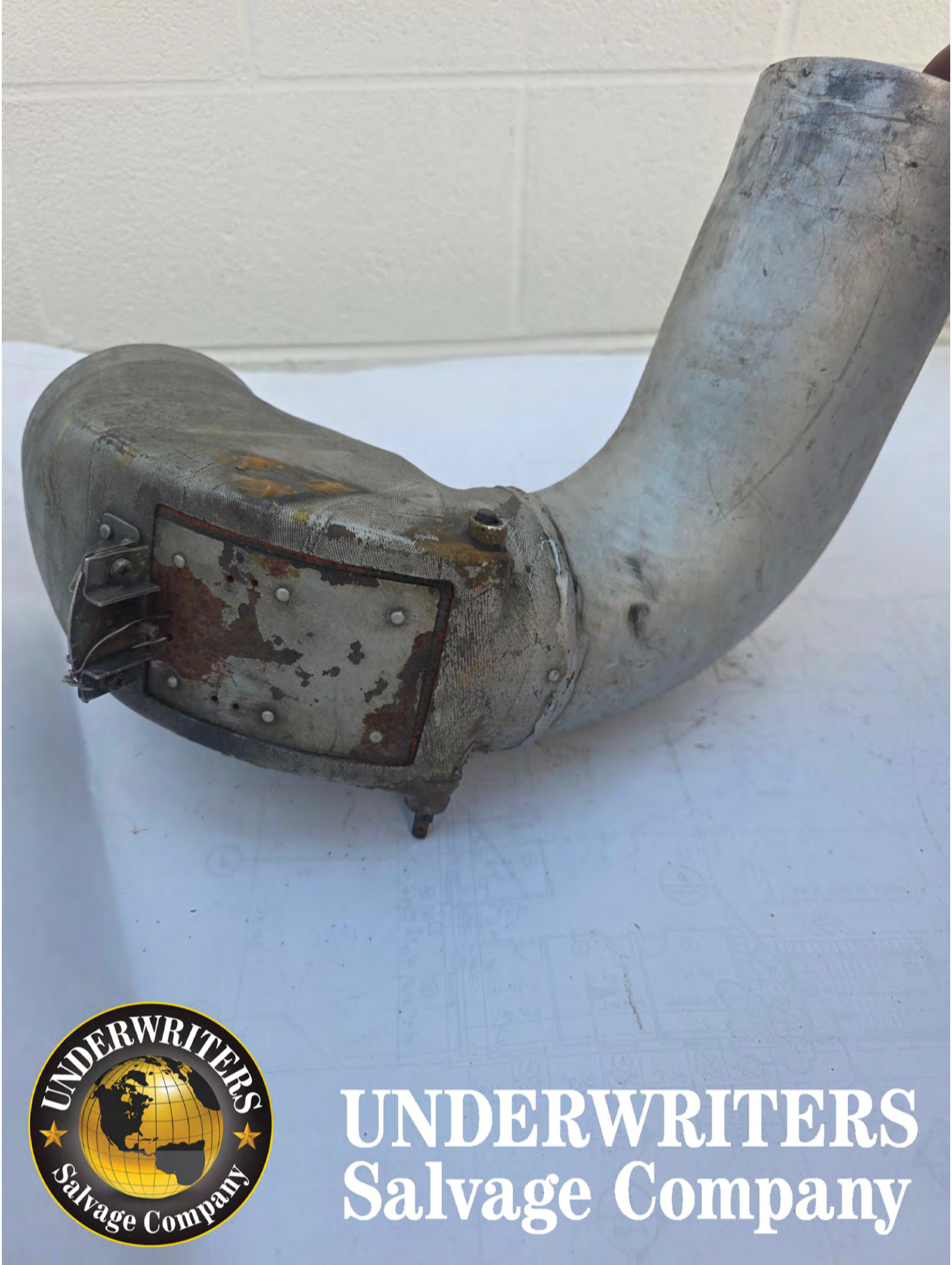

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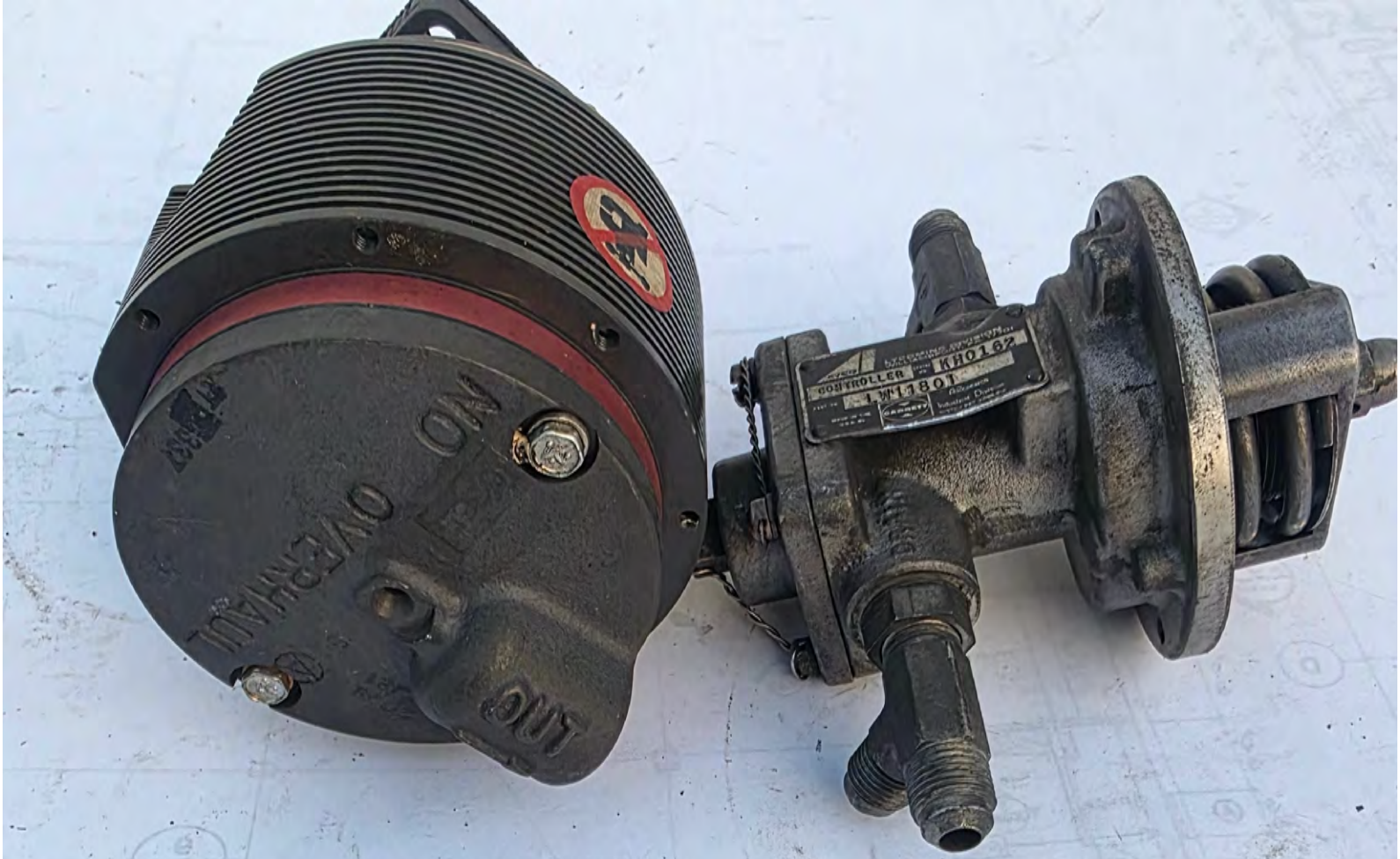

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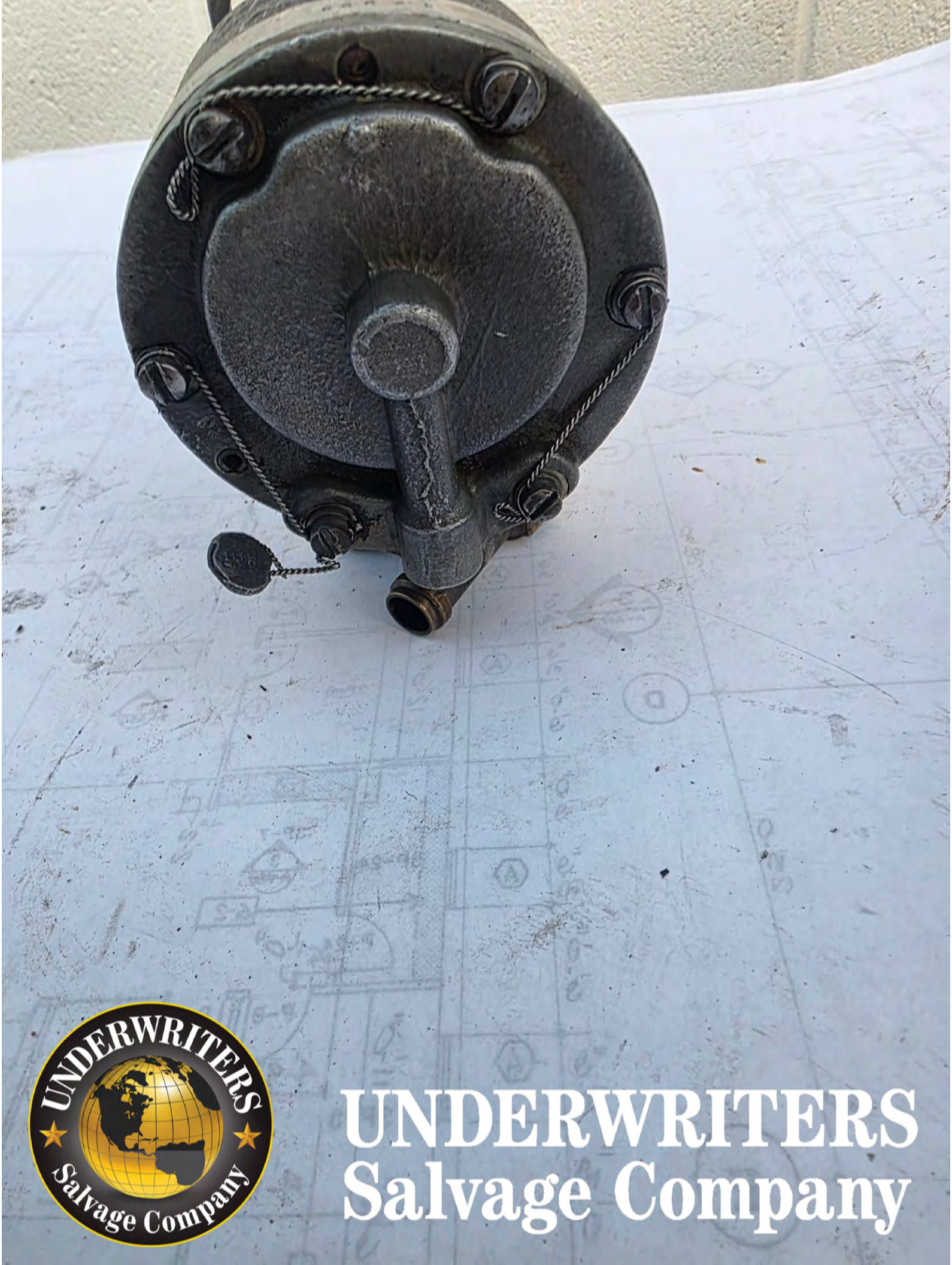

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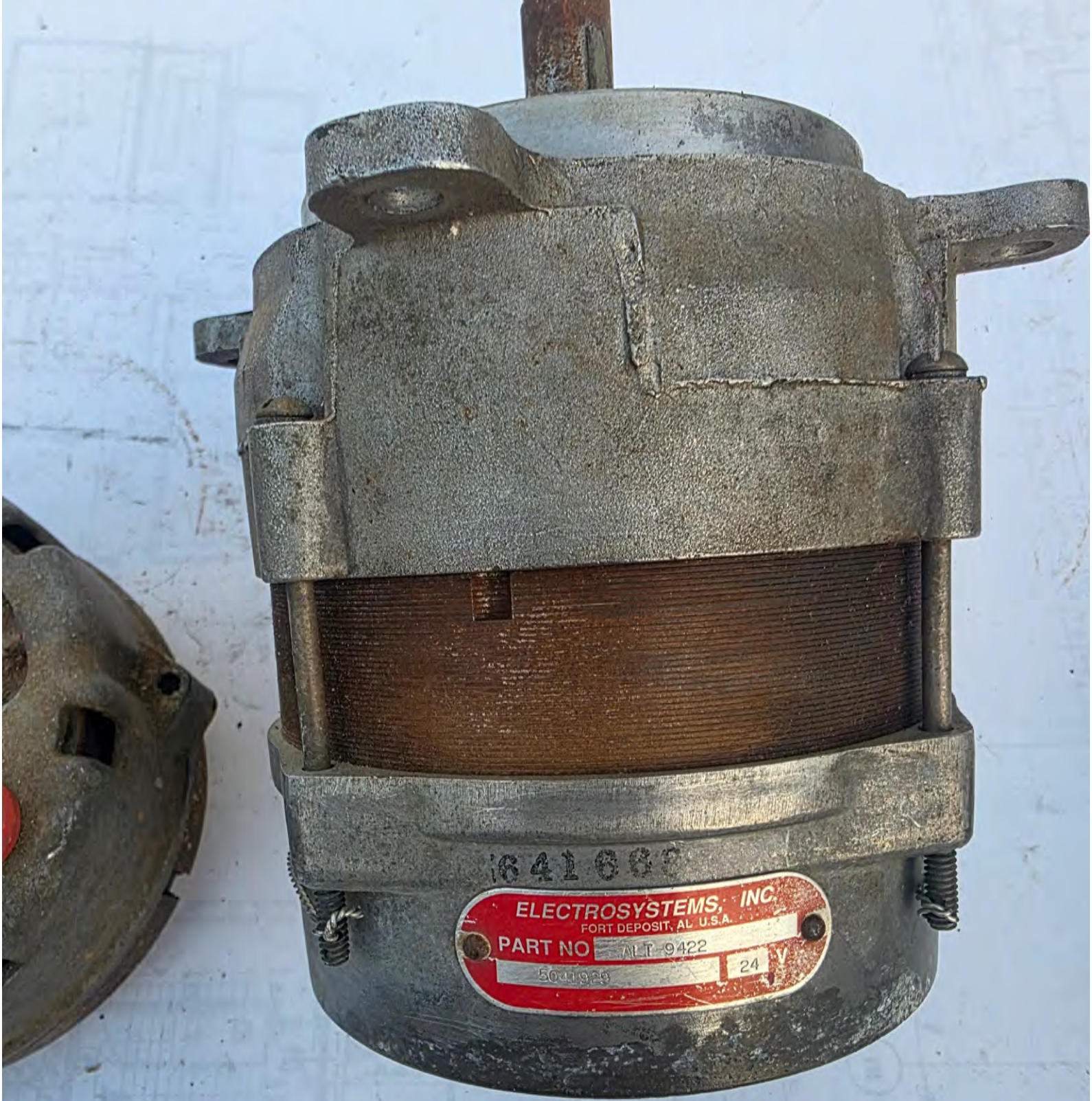

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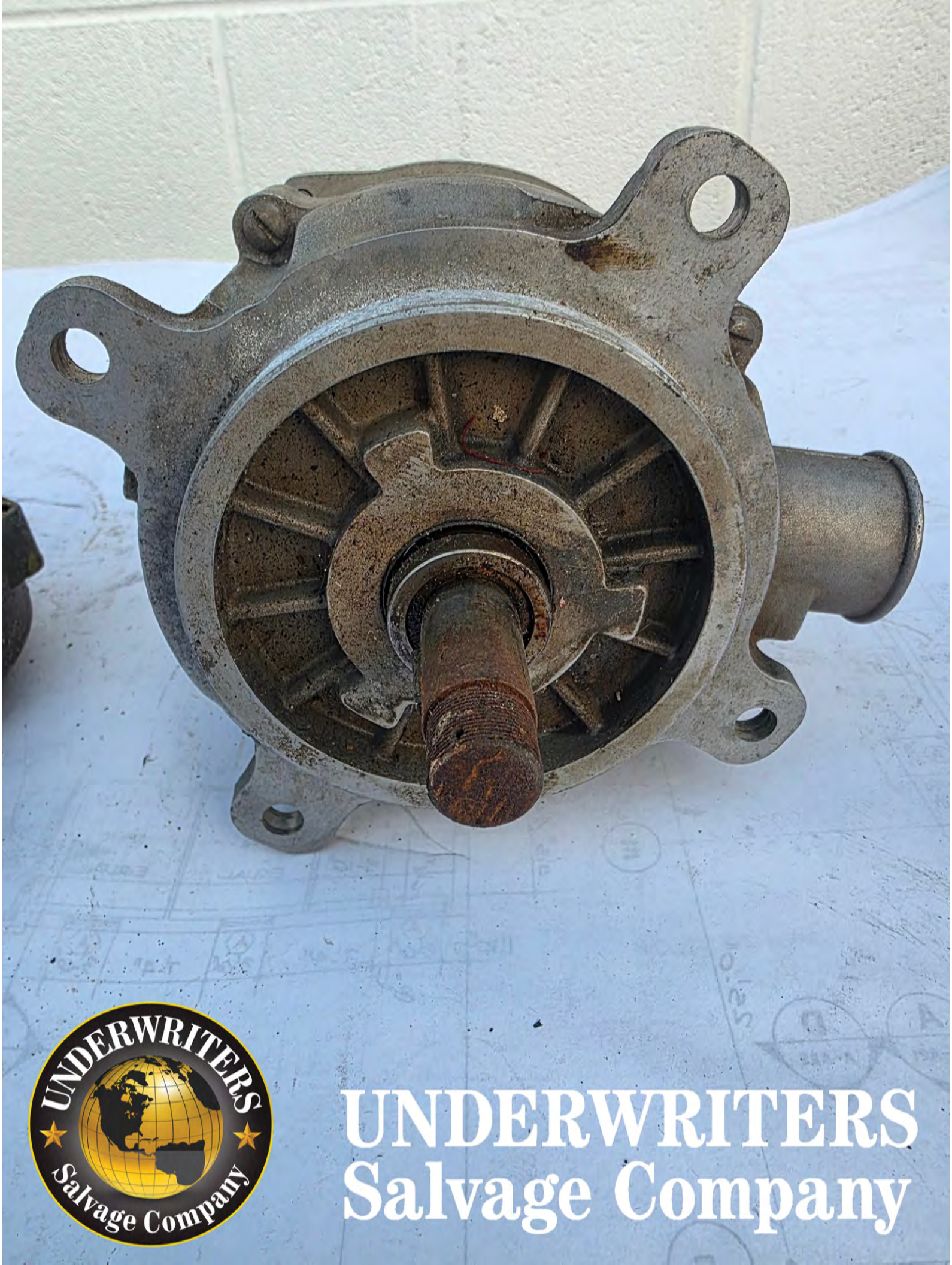

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BRITT AIRWAYS, INC. - SERVICEABLE PARTS TAG
Name SAS SEEU'S
S/N 9435
O/H Agency JET SERVICES
Shelf Life H 8465
☐ New ☐ O/H ☐ Repaired
Remarks 043572
Reason for Removal
Position
P/N 11-0102-2
Date 4-21-89
W.O.- 9472
Insp.
☐ Removed Time Rem.
☐ Bench ck
TSO
TAT
Off S/N
Date
Mech.
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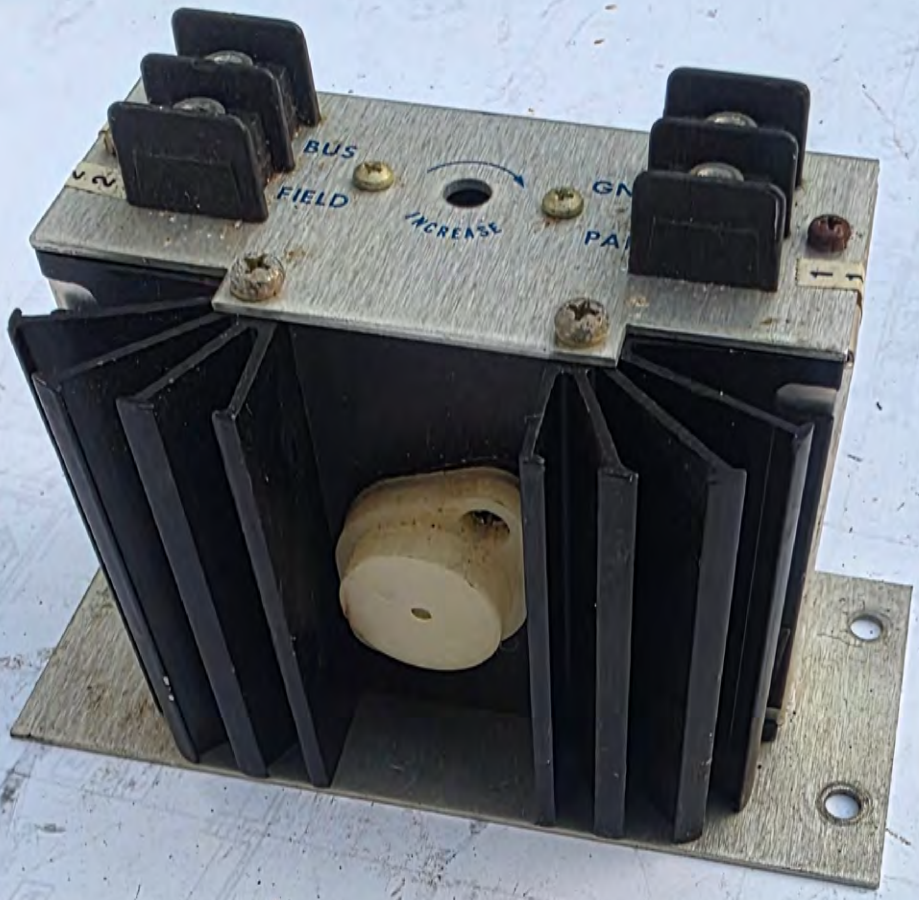

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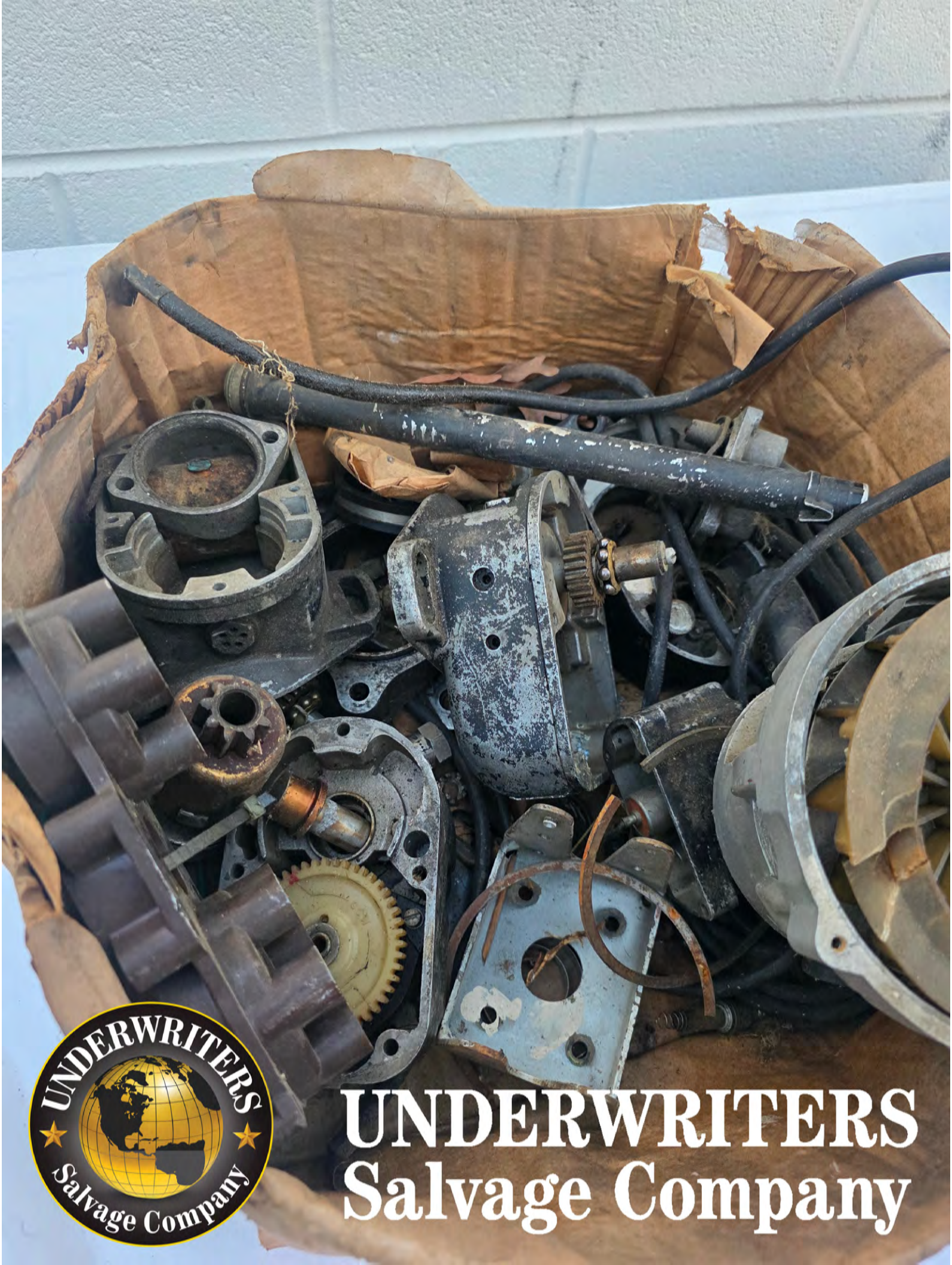

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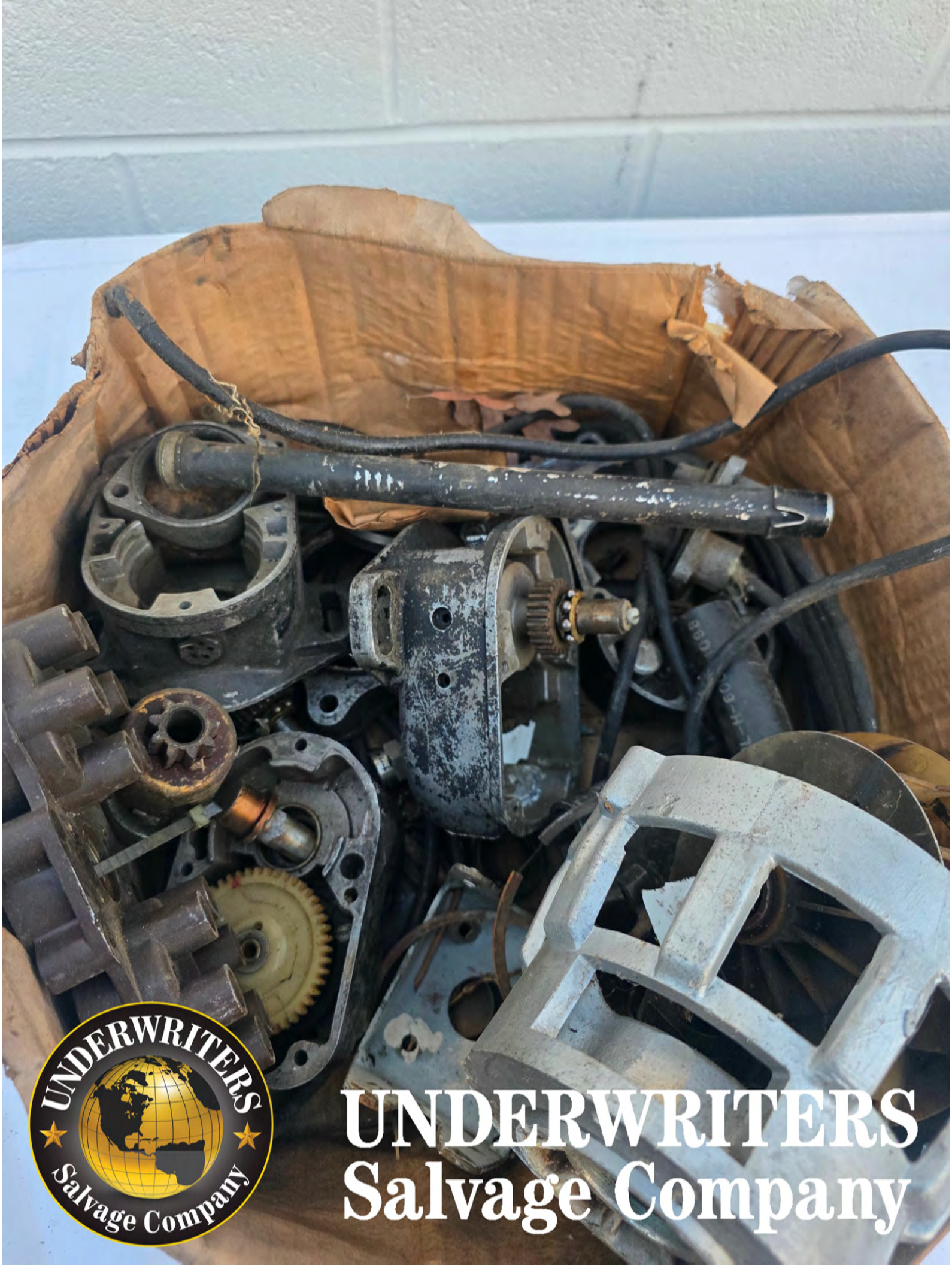

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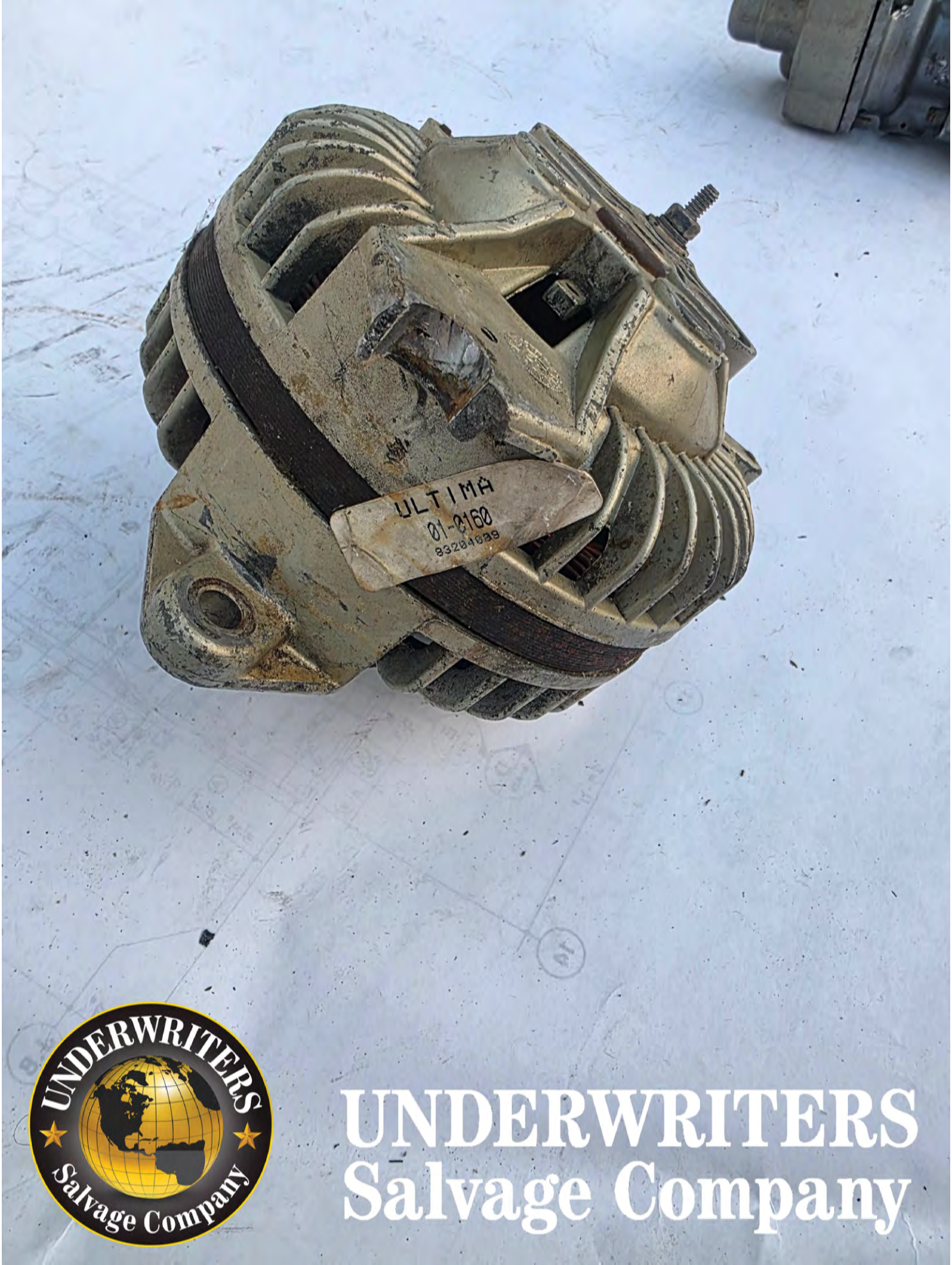

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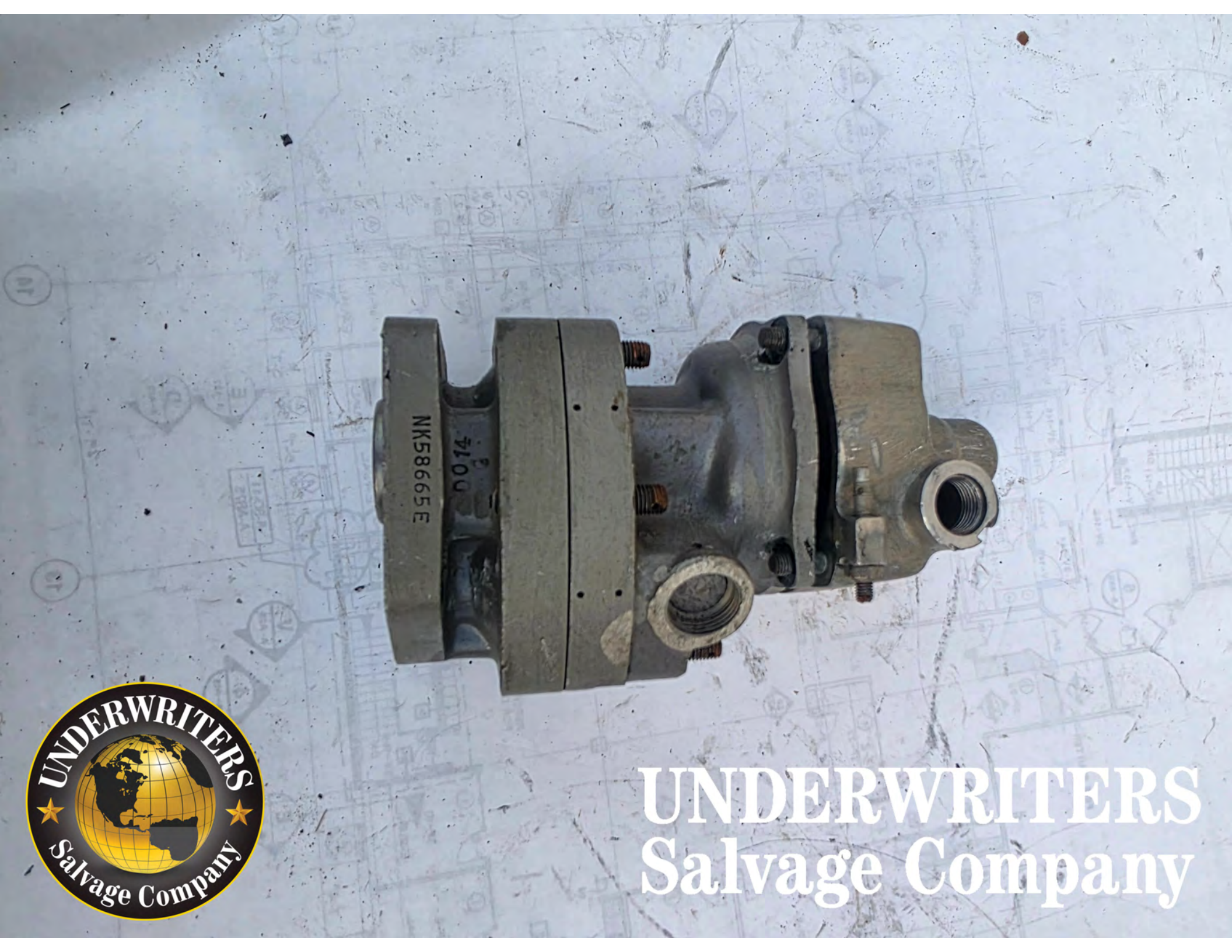
NK58665E
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UNDERWRITERS Salvage Company

Cessna 195 RH Aileron
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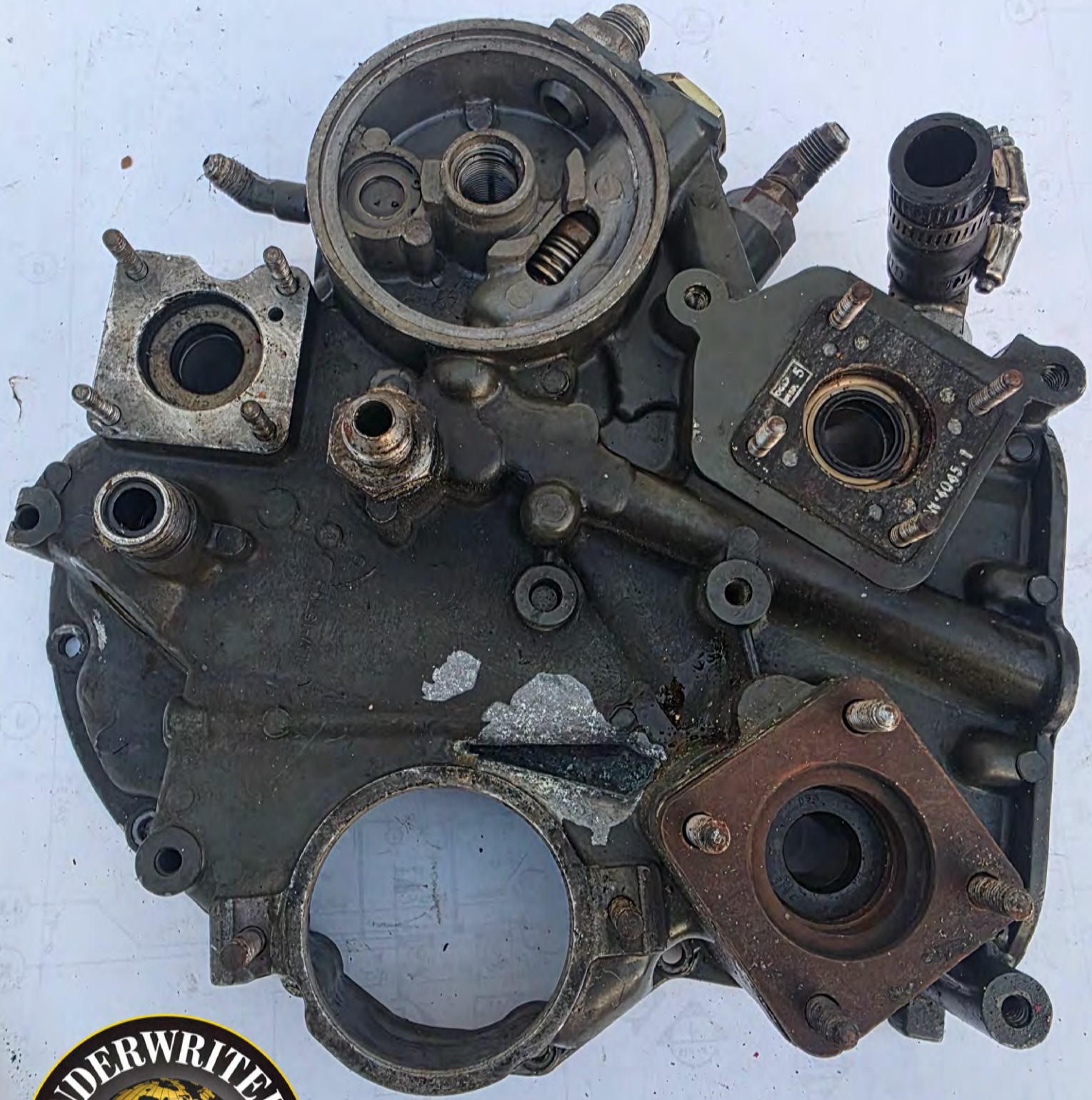

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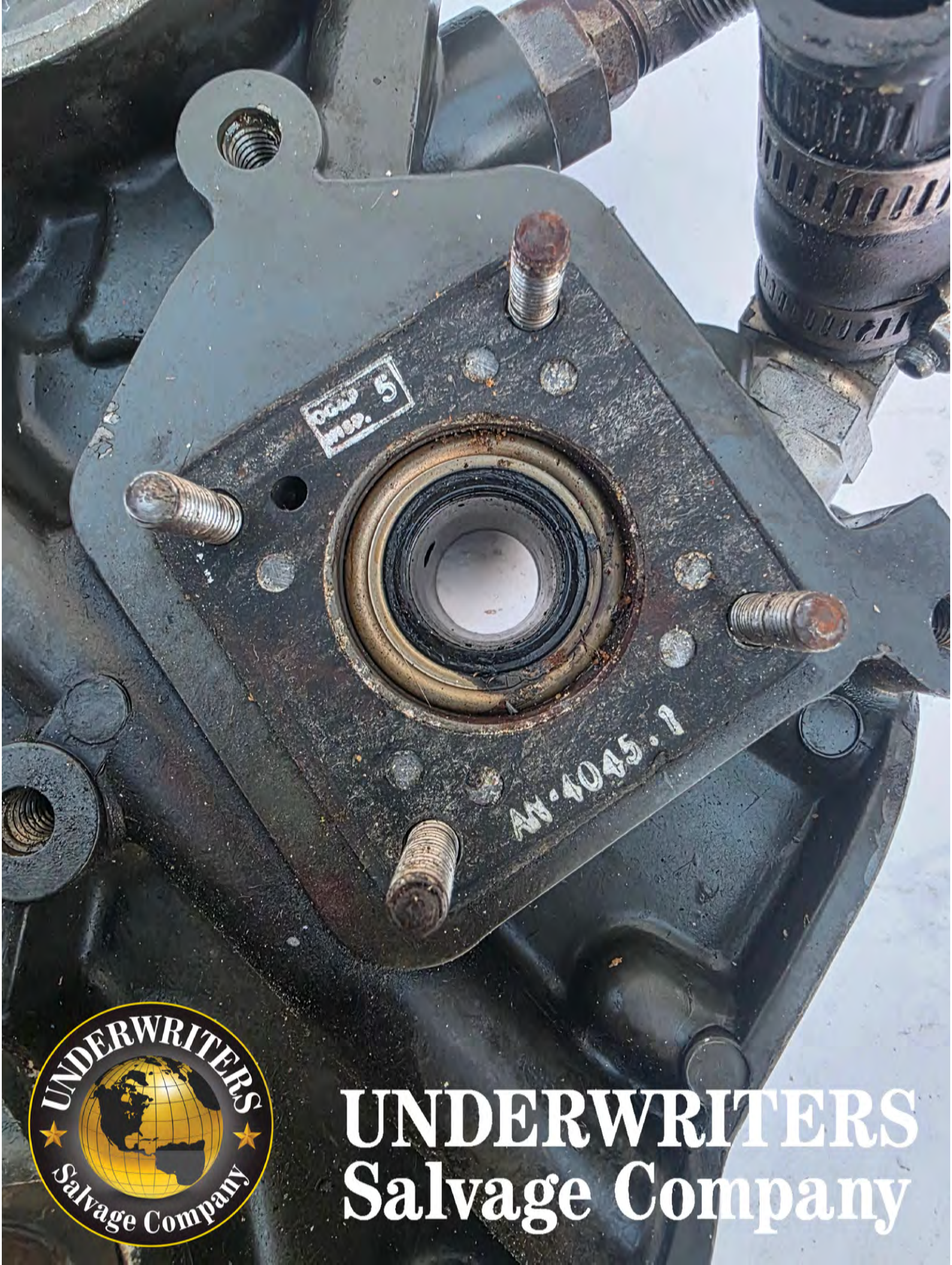

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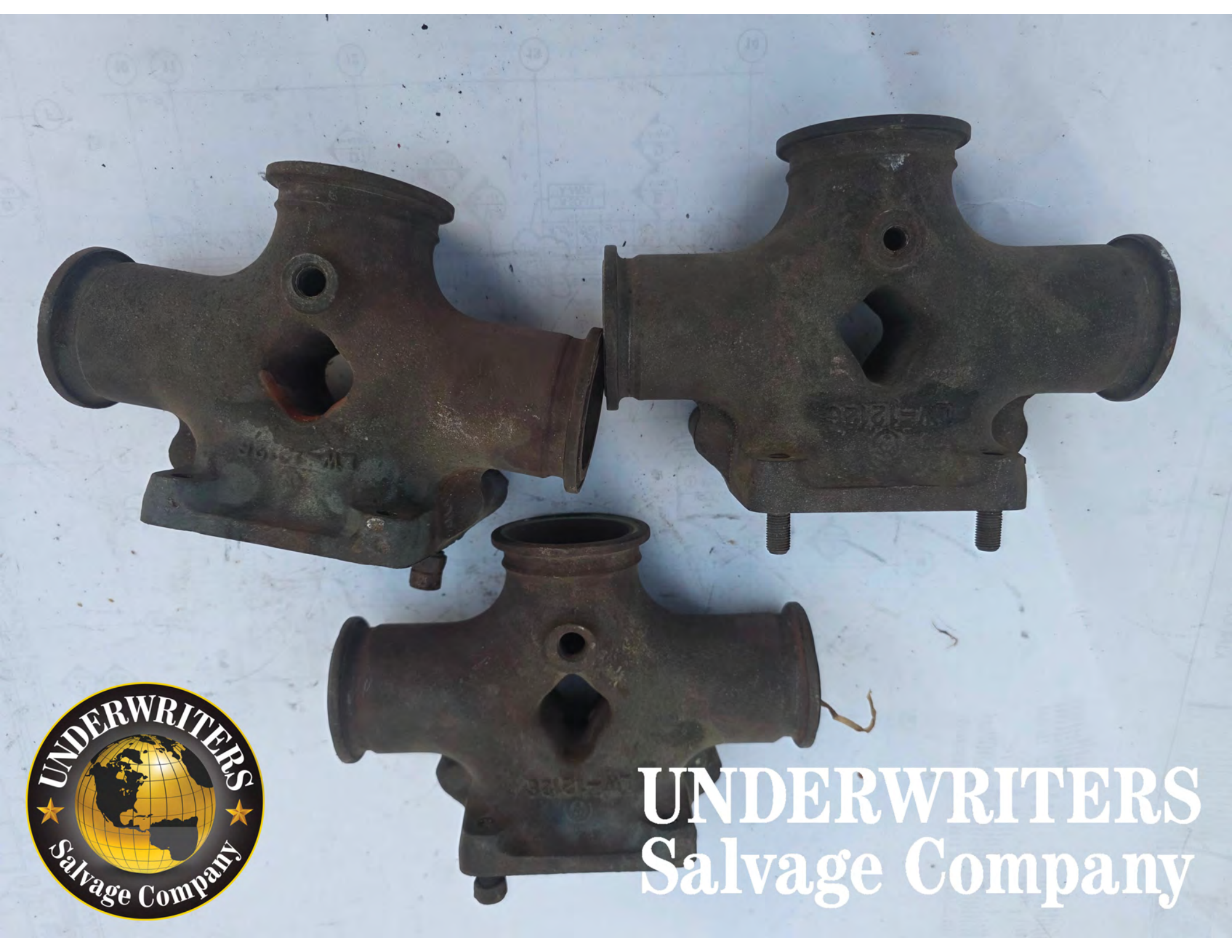
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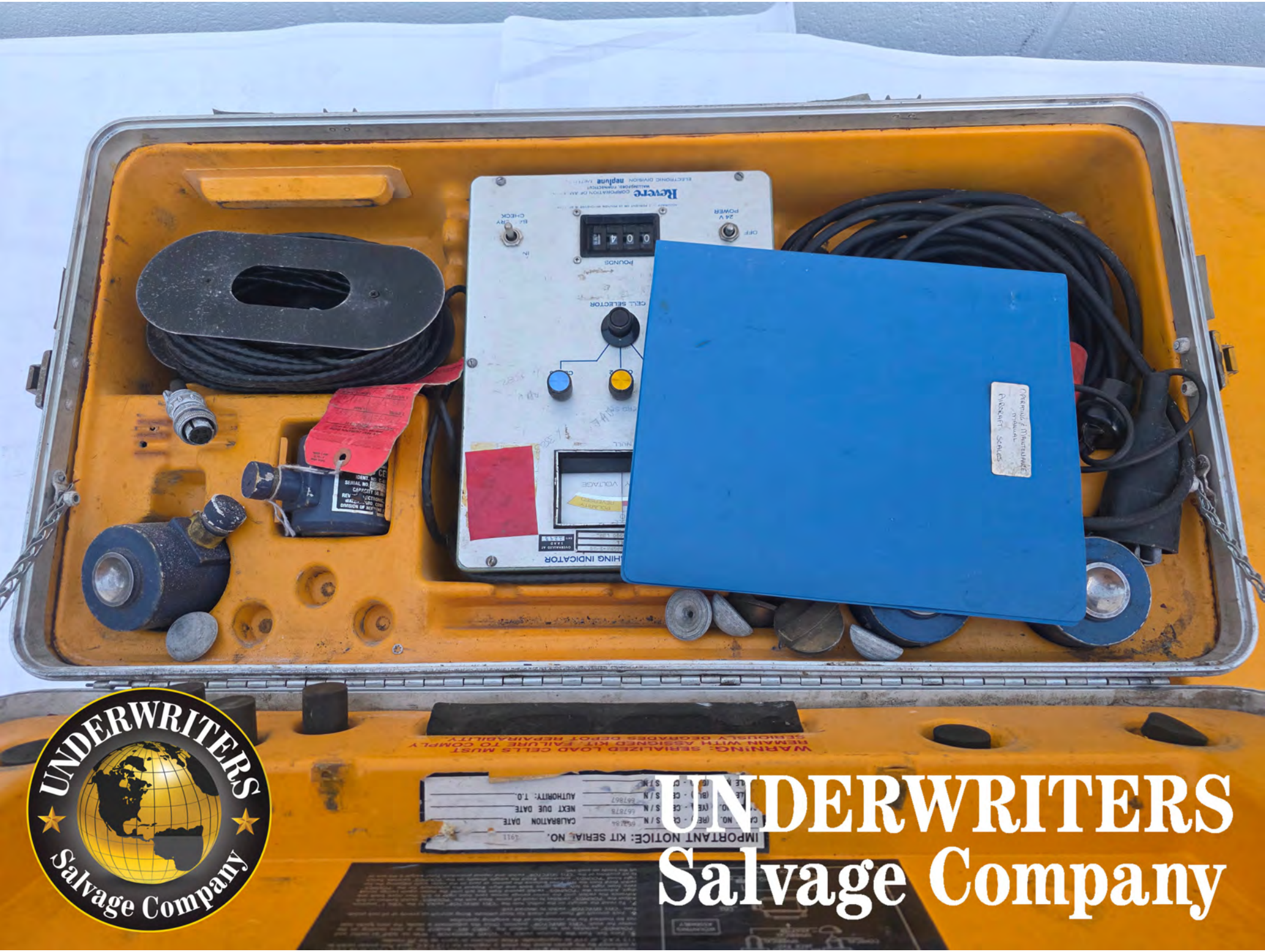
Salvage Company

WEIGHING KIT, ELECTRONIC, AIRCRAFT
TYPE A/S-37M
SPECIFICATION MIL-W-7327C
MFRS PART NO. C-55800
NO. 6[illegible]-148-0395
MFR'S SERIAL NO.
28 VDC OR 115 VAC 60 HZ SINGLE PHASE
CONTRACT NO.
U S
United Parcel Service
Revere
ELECTRIC CORPORATION OF AMERICA
ELECTRONIC DIVISION
Pluna METER COMPANY
UNDERWRITERS Salvage Company

WEIGHING KIT, ELECTRONIC, AIRCRAFT
TYPE A/S-37M-
SPECIFICATION MIL-W-7327C
NO. C-55800
28 VDC OR 115 VAC 60HZ
CONTRACT NO.
United Parcel Service
Revere
METER COMPANY
UNDERWRITERS
Salvage Company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Revere

WEIGHING KIT, ELECTRONIC AIRCRAFT

TYPE V-371-1 SPEC MIL-W-7027C

FED STOCK NO. 6670-00-148-9395

MFRS PART NO. C-50500-3-50

MFRS SERIAL NO. 211

CONTRACT NO. AF33(600)-7-C-1001

MFR: 50625

REVERE CORPORATION OF AMERICA
WALLINGFORD, CONNECTICUT
ELECTRONIC DIVISION neptune METER COMPANY
U.S.
22 TO 28 VOLTS DC OR 115 VOLTS 60 HZ
SINGLE PHASE
CAPACITY 150,000 POUNDS

CORRECTION FACTOR FOR WEIGHING KITS AT VARIOUS LATITUDES

KIT IS CALIBRATED TO STANDARD GRAVITY G-980.665 CM/SEC² (32.174 FT/SEC²). TO OBTAIN ACTUAL WEIGHT MULTIPLY THE WEIGHT READ FROM THE WEIGHING KIT INDICATOR BY THE CORRECTION FACTOR FOR THE LATITUDE AT WHICH THE KIT IS BEING USED.

LAT	CORR FACTOR	LAT	CORR FACTOR
0°	1.0027	50°	0.9996
5°	1.0026	55°	0.9991
10°	1.0025	60°	0.9987
15°	1.0023	65°	0.9984
20°	1.0021	70°	0.9980
25°	1.0017	75°	0.9978
30°	1.0014	80°	0.9976
35°	1.0010	85°	0.9974
40°	1.0005	90°	0.9974
45°	1.0000		

OPERATING INSTRUCTIONS

THE CONTENTS OF THIS CASE AND ITS ALLIED ACCESSORY CASE INCLUDE ALL COMPONENTS NECESSARY TO WEIGH AN AIRCRAFT WITH THE EXCEPTION OF HYDRAULIC JACKS AND A SOURCE OF POWER.

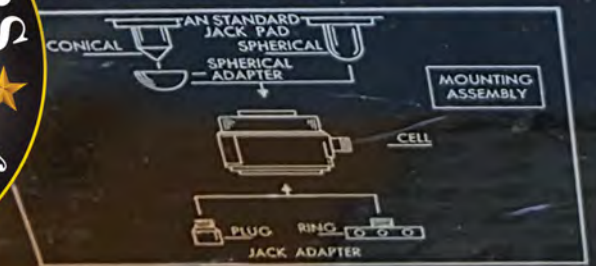
CONTENTS: The basic case includes an electronic weighing indicator, weighing cells, cables, and adapters.

1. **ELECTRONIC WEIGHING INDICATOR:** The indicator displays weight transmitted from the selected cell by means of balancing the cell output against a calibrated voltage. This is accomplished by varying the "POUNDS" switches until a zero is reached on the meter indicator. Maximum capacity is noted on the indicator. This is the capacity of each cell. The indicator is designed to operate on 100 to 130 V.A.C., 60HZ, single phase, or 22 to 28 V.D.C.

CELLS: Three or four weighing cells, when mounted on jacks, receive weight through its jack points.

LES: Three or four 50-foot cables carry cell output to indicator. D.C. cable with extensions are also provided.

TERS: Three or four each Spherical Jack Pad Adapters, Ring ers and Plug Adapters are provided. (See Below)



CAUTION: Jacks may slip or buckle if an improper or insecure arrangement is used. Erroneous readings or serious damage to cells and/or aircraft may result. Do not level aircraft with load on cells.

OPERATION:

1. Level Aircraft. (Inflate or deflate shock strut as necessary).
2. Attach cells and jacks with their proper adapters and place under axle jack pads.
3. Connect cables to cells, noting color coding.
4. Connect the appropriate power cable to the source of supply voltage.

NOTE: If D.C. power is used, turn the "POWER" switch to the "OFF" position and momentarily depress the meter function switch to the "BATTERY CHECK" position. If the meter indicates in the yellow area of the dial, reverse the polarity of the input leads. If the polarity is correct, the meter sh... d... th... on... "... ...de... to... is indicat... by the ... ...

UNDERWRITERS
Salvage Company

REVERE
ELECTRONIC
AIRCRAFT
EIGHING KIT
TAL CAPACITY FROM 15,000 TO 600,000 LBS.
Form C-55865-1
CERTIFICATES
ENCLOSED
ALDINGER Company
revere
UNDERWRITERS
Salvage Company

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JA[illegible] 1979

HILLVIEW AVIONICS
FAA Approved Repair Sta #YHVR203L
Model 2-435 S/N 3253
This component was repaired and inspected in accordance with current F.A.R.'s and is approved for return to service.
Date 4-18-84 W.O.# 4283 A/C Reg.
Customer
Inspector

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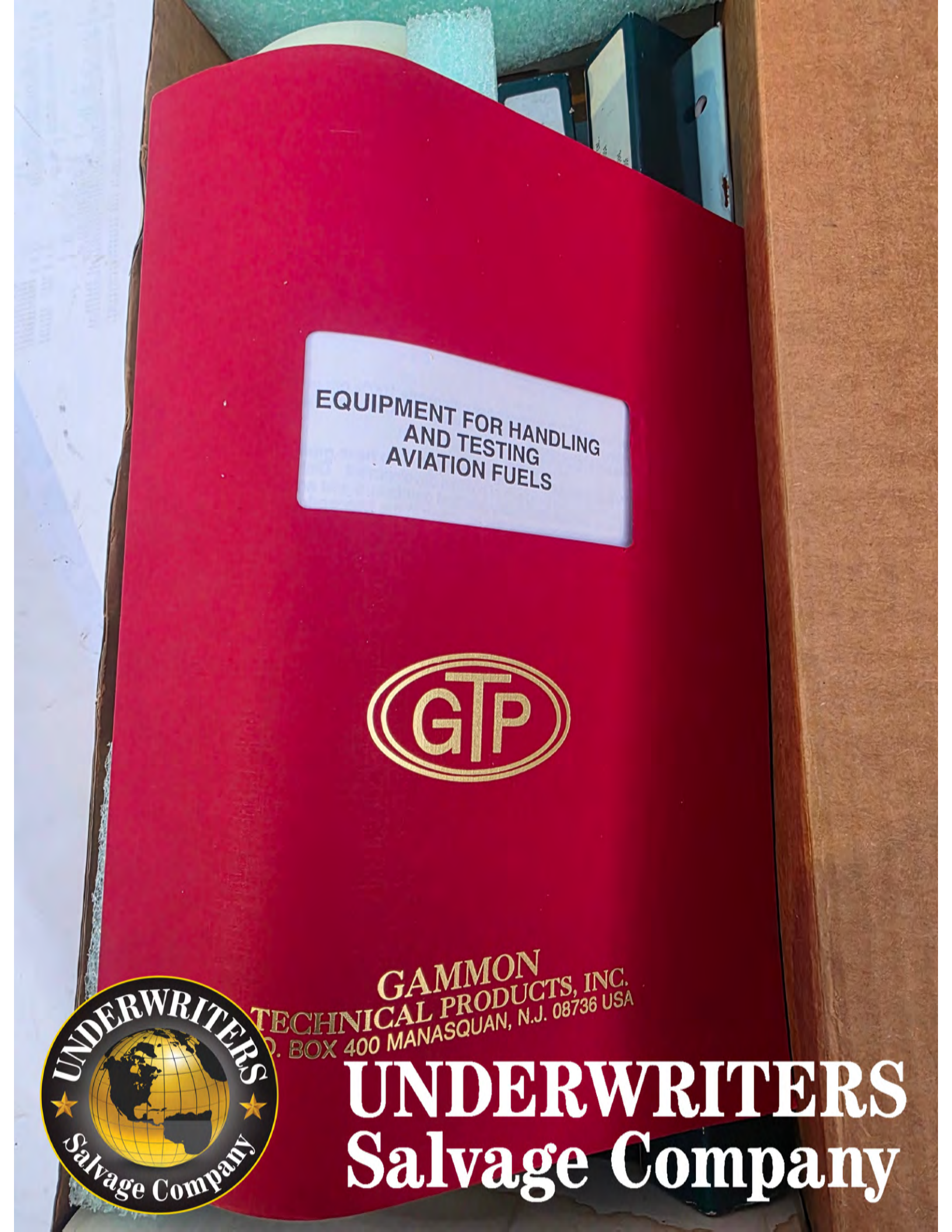

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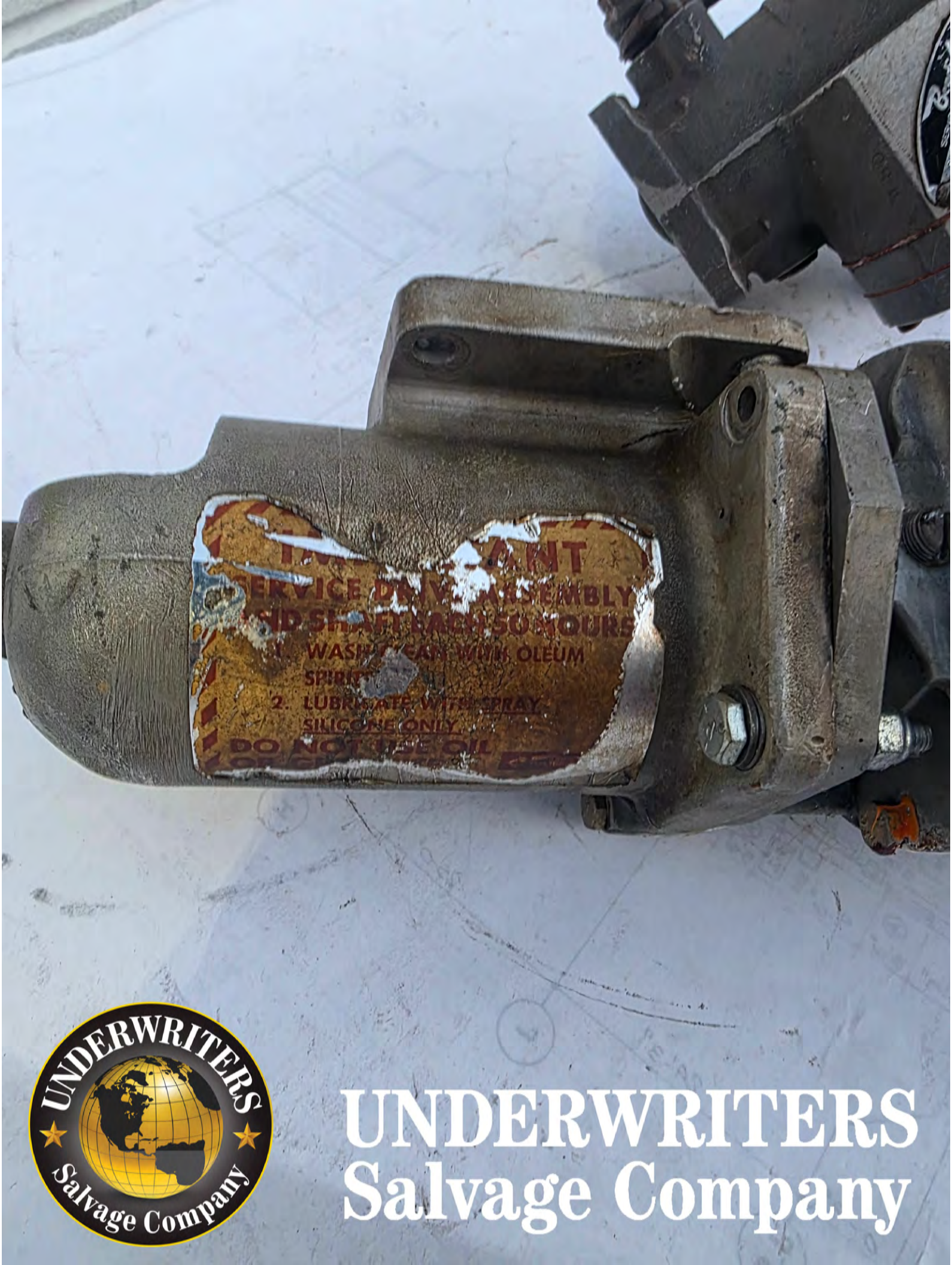

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MAINTENANCE RELEASE

The Aircraft Component identified below was repaired and inspected in accordance with current Federal Air Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this Agency under

OVERHAULED ITEM

W.O. No. AR-7092
S/N: AR-2592
Part: B-00288-1
Name: VOLTAGE REGULATOR
MFR. S/N 13837

F.A.A. CERTIFICATE NO. 322-14

WARRANTY APPLICATION

AERO ELECTRIC INC.

FAA CERTIFIED REPAIR STATION 322-14
(316) 943-5100 • 3414 WEST 29th STREET SOUTH
P.O. BOX 3807
WICHITA, KANSAS 67201

WORK ORDER NO: AR -7092

Aero Electric warrants each product to be free from defects in material and workmanship under normal use and service. Aero Electrics' obligation under this warranty will be limited to repairing or replacing at its option any parts which fall within time limit specified by this warranty. The warranty unit shall be returned to Aero Electric, Inc. transportation and handling charges prepaid; briefly describe the malfunction or reason for returning such warranty. Aero Electric will at its option repair or replace warranty unit to the nearest Aero Electric Dealer or Distributor. There are no other warranties, expressed or implied except Aero Electrics warranty against defects in material and workmanship set out above. THIS WARRANTY DOES NOT INCLUDE ANY LABOR CHARGES.

LIMITED WARRANTY

WARRANTY PERIOD

3 MO. OR 100 HRS

SERIAL NO.

WARRANTY NOT VALID UNLESS FACTORY COPY OF WARRANTY CARD IS COMPLETED AND SENT TO AERO ELECTRIC UPON INSTALLATION.

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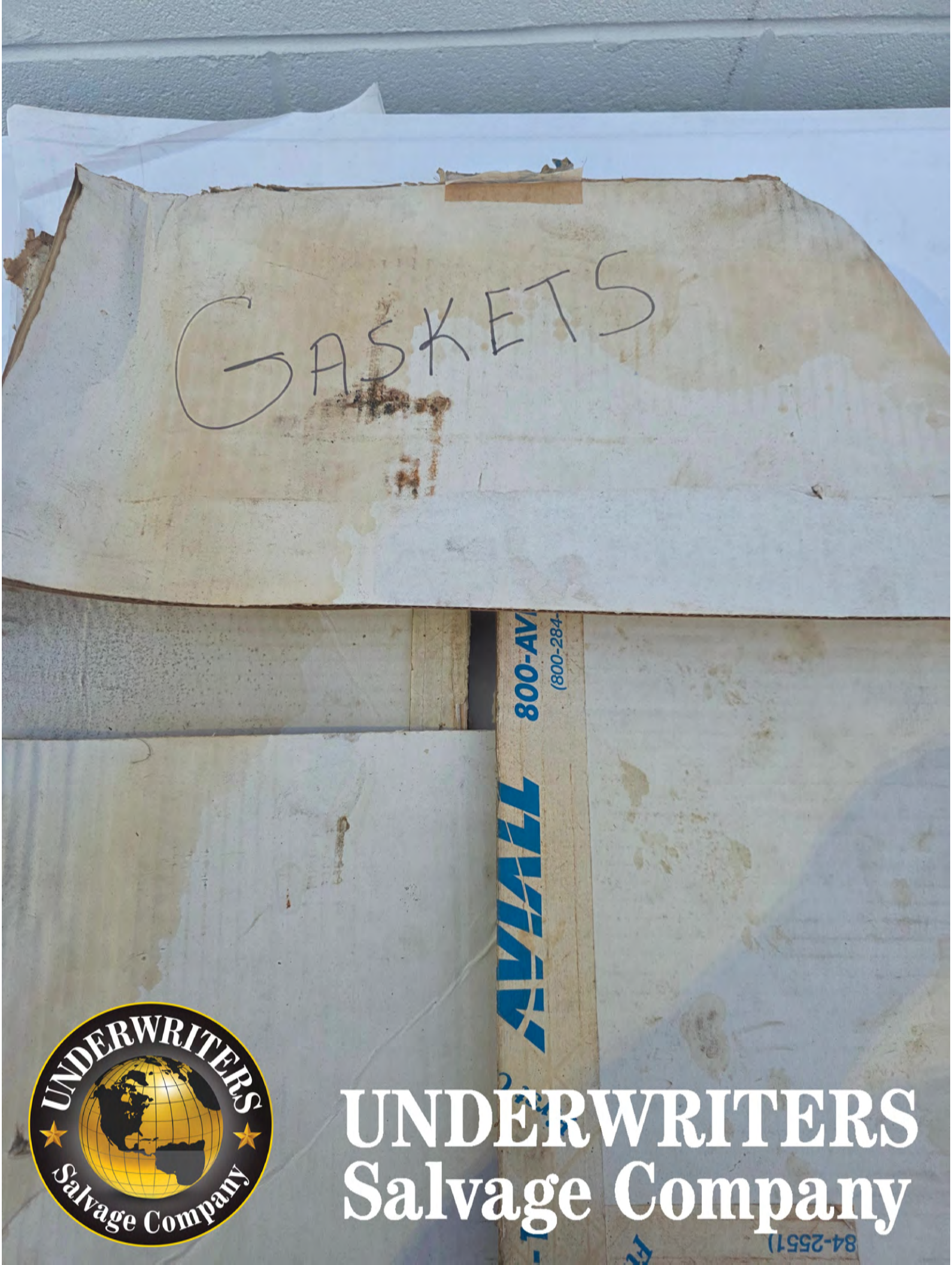

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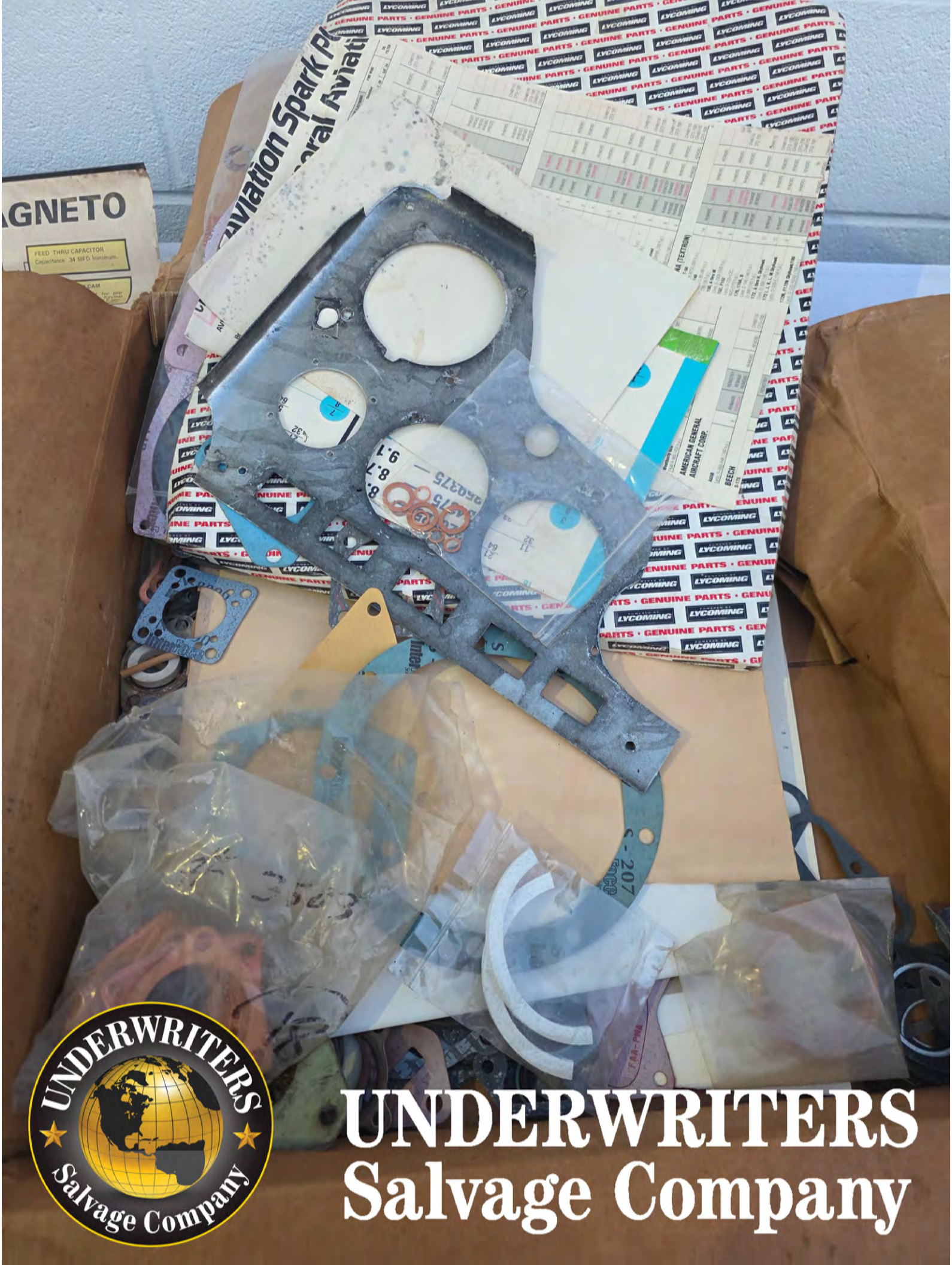

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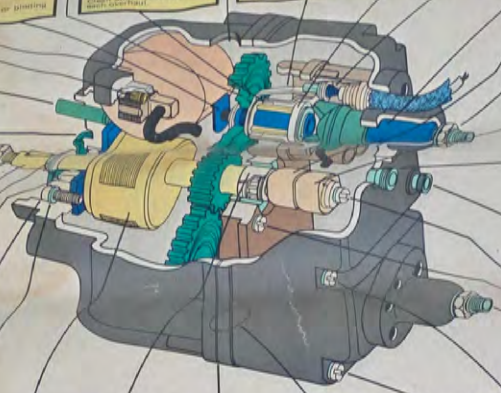
BENDIX D-2000 SERIES MAGNETO



HIGH TENSION OUTPUT COIL
Primary: Resistance-6 and 8 Cyl. models: Less than 1 ohm. Secondary: 5000-7000 ohms. Primary: Resistance-4 Cyl. models: Less than 1 ohm. Secondary: 12,250-15,350 ohms.

NYLON DISTRIBUTOR GEAR
Must be correctly meshed to small distributor (pinion) gear. Apply Bendix Magneto grease to teeth.

TIMING WINDOW
Red gear tooth shows at No. 1 Firing Position.

FELT WASHER
Impregnate with Bendix Distributor Block Lubricant 10-391200.

FEED THRU CAPACITOR
Capacitance .34 MFD minimum.

COIL SECURING PLUG

CARBON BRUSH AND SPRING
Replace if worn or pitting or broken.

DISTRIBUTOR NOSE WIPER FELT
Clean with dry cloth at each overhaul.

TRAVELING ELECTRODE
Insure electrode is secure to gear. Replace if worn or pitted. Must not be bent or broken.

HI TENSION CONTACT SPRINGS
Replace if loose or burned. Use 11-8927 Tool Kit. Gap setting must not be made less than specified limit of travel.

MAIN BREAKER CAM
Lubricant-impregnated for prolonged follower service. Keyway to permit precise setting of cam. Refer to timing procedures below.

CAPACITOR SECURING SCREW NUT
Torque to 60-70 inch lbs. Replace washer at overhaul.

IMPULSE COUPLING STOP PIN
Used on impulse coupling magnetos only.

OIL SLINGER
Must not rub housing when installed.

RETARD BREAKER CAM
Adjustable independently of Main Breaker cam. Also actuates tachometer breaker if used.

TACHOMETER LEAD TERMINAL BUSHING
Use 10-157209 Lead Kit.

MAGNETO DRIVE SHAFT NUT
Torque to 16-25 foot lbs. Secure with cotter pin.

RETARD LEAD TERMINAL BUSHING
Use 10-152208 Lead Kit.

DRIVE MEMBER LOCATION
Apply NO-LOK* Compound to shaft taper before installing drive to insure positioning.

CAM SECURING SCREW
Install with plain washer. Torque to 16-20 in. lbs. after timing cam. Refer to timing procedures below.

ROTATING MAGNET RETAINING PARTS
Bowed washer (concave side toward slinger). Plain washer, lock ring (lettered side out).

SEALED BALL BEARING
Apply NO-LOK* Compound to shaft taper before installing drive. Use locking type. Replace at overhaul. Torque to 16-20 inch lbs.

ALUMINUM
Sealing washer

CAM END BEARING
Replace at overhaul. Use 11

TIMING WINDOW PLUG
Nylon plug used at both ends of magneto. Tungsten metal

COVER SECURING SCREWS
Torque to 30-35 inch lbs.

DISTRIBUTOR BLOCK SECURING SCREW
Install with lockwasher. Torque to 25-30 inch lbs.

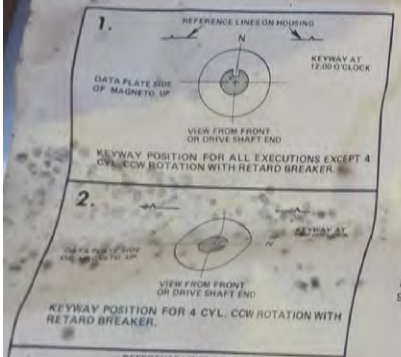
FOUR POLE ROTATING MAGNET
Alnico magnet material

GASKET
Used on pressurized version only. Replace at overhaul.

SELF LOCKING SCREW AND ALUMINUM SEALING WASHER
Used on pressurized version only. Replace at overhaul.

IGNITION SWITCH TERMINAL BUSHING
Use 10-382698 Lead Kit.

*Gen-Gis NO LOK 72 Compound - Gojer Inc., Akron, Ohio 44309
**Loctite Grade H - Loctite Corp., Newington, Conn. 06111



TIMING DATA

DISTRIBUTOR TIMING

1. Assemble magnet and housing components in accordance with procedures in Overhaul Manual L-945.
2. Position magnet keyway as shown in either Figure 1 or 2 depending upon characteristics of magneto.
3. Insert two headless No. 10/32 screws, about two inches long, into distributor block securing screw holes in housing. These screws serve as distributor guides for assembling block to housing.
4. Install distributor gears into distributor block. Rotate gears until red dots are in proper relationship to molded timing marks on block as determined by characteristics of magneto. (See Figures 3 through 7.) NOTE: Secure each gear with a short piece of masking tape at ends of block to insure gears do not shift from this position.
5. Orient block and gear assembly until reference lines on block are on same side as those of housing.
6. Position block over headless screws in housing, then lower block into position. Nylon gears should easily mesh with pinion gear on rotating magnet.
7. Recheck magnet keyway position whenever gears do not mesh. Also recheck alignment of gears with clock marks and orientation of block to housing.
8. Remove masking tape from gears when gears are properly meshed.
9. Verify a correct installation by observing that red tooth on each gear appears approximately centered in distributor timing window in housing with magnet in "E" gap position. (See figure 8.)

TABLE I

MAGNETO PART NO.	RETARD ANGLE	MAGNETO PART NO.	RETARD ANGLE
10-382605-10	25	10-382610-10	15
10-382605-11	25	10-382610-11	15
10-382605-13	20	10-382656-11	22.5
10-382610-10	15	10-382660-111	22.5
10-382610-11	15	10-382660-121	18.5
10-382610-12	22.5	10-382658-141	21.5
10-382610-13	11	10-382910-10	15
10-382610-14	15	10-382910-11	15
10-382610-16	11	10-382910-13	11
10-382610-18	11	10-382910-14	15
10-382610-101	15	10-382910-16	11
10-382610-121	19	10-382910-18	11
10-382610-131	11	10-382910-101	15
10-382610-161	11	10-382910-161	11

INTERNAL TIMING

1. LOCATE NO. 1 "E" GAP POSITION. (MAGNETO DATA PLATE UP.)
   a. On all magnetos except 4-cyl. CCW with Retard breaker, position magnet shaft until keyway is at 12:00 o'clock and distributor gear red teeth are in timing windows.
   b. On 4-cyl. CCW with Retard breaker, locate keyway at 3:00 o'clock (viewed from drive end).
   c. Turn magnet in direction of rotation from position a., or b., until "L" or "R" mark on magnet aligns with pointer in timing window. (See figure 8.) Lock magnet in this position. Use tool 11-8465.
2. EQUALIZE BREAKERS. (APPLICABLE ONLY WHEN INSTALLING A NEW BREAKER IN RETARD AND/OR TACHOMETER BREAKER MAGNETOS.)
   a. Install cams and position until all followers are on top of respective lobes.
   b. Set inner breaker(s) to 0.016 in. and check clearance of outer breaker(s). If necessary, bend bracket(s) to obtain equal clearance on inner and outer breakers. Remove cams.

AIN BREAKER TIMING. (APPLICABLE TO ALL MAGNETOS.)
Place Main cam on shaft. Turn until Left Main breaker follower centers on lobe. Using a 10-35936-10 hort) screw and plain washer, secure cam finger tight.
Left breaker clearance to 0.016 in. Torque screws at 20 to 25 in. lb.
ect timing light to left
on until breaker just
t timing light to rig

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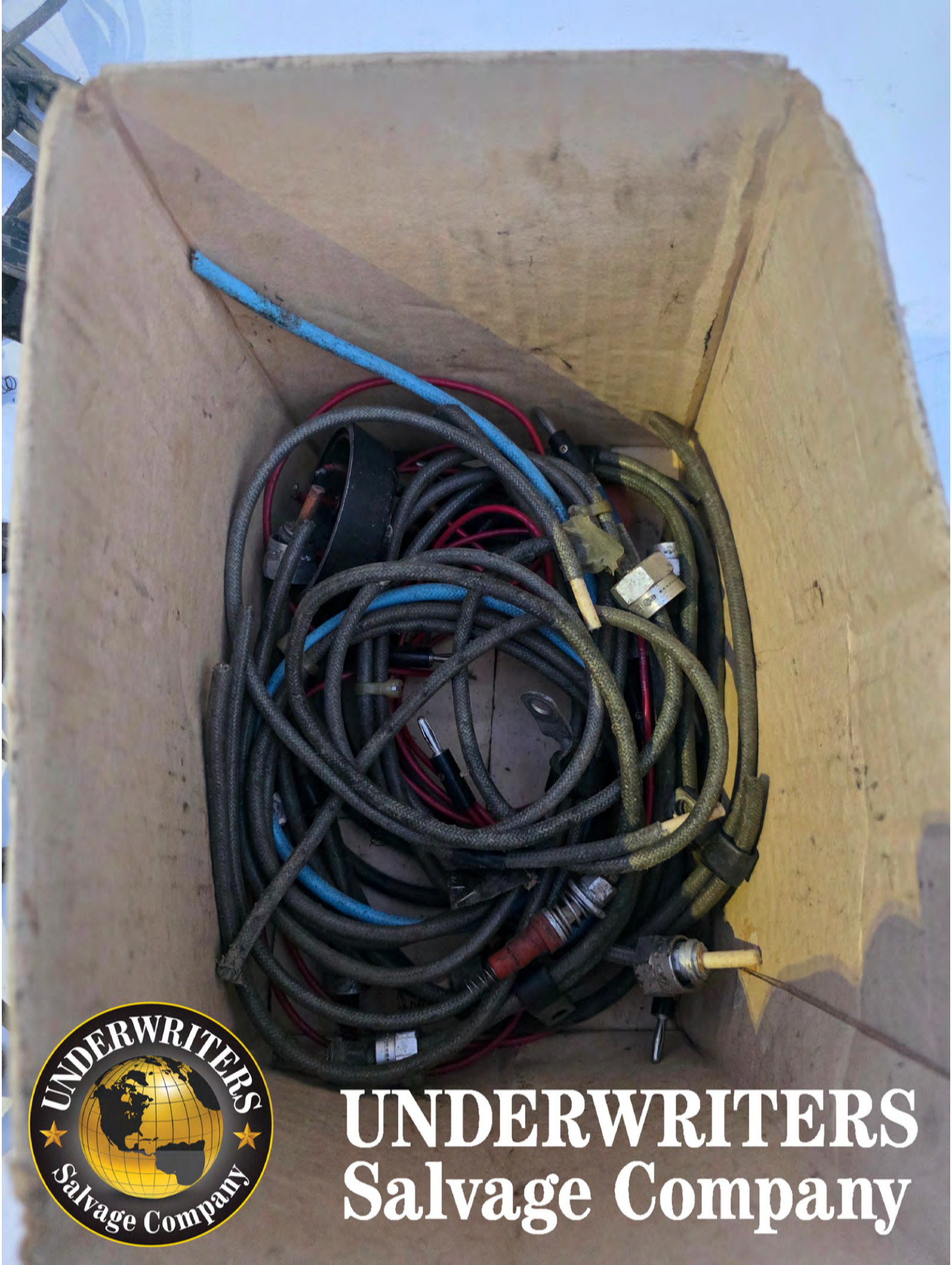

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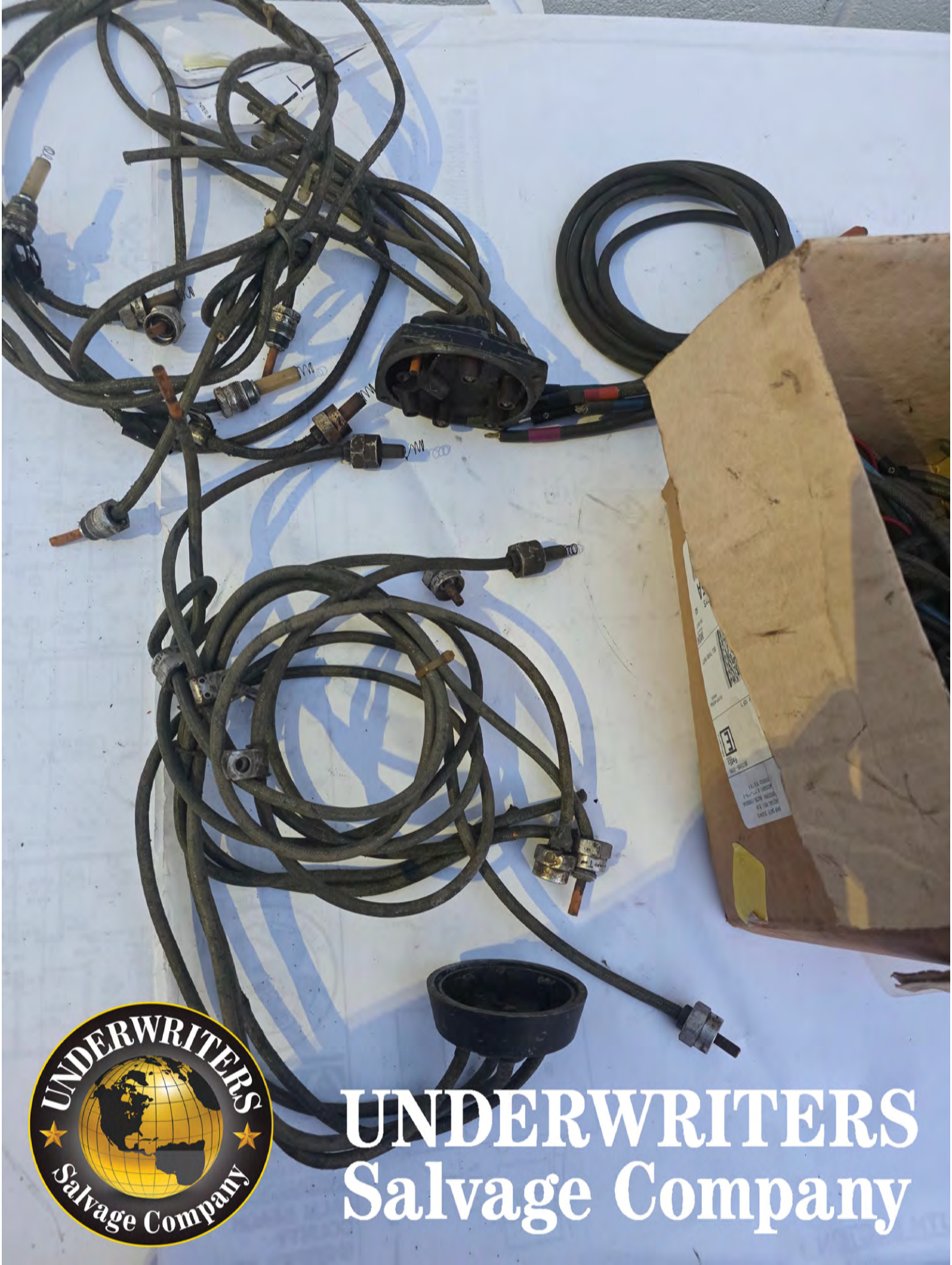
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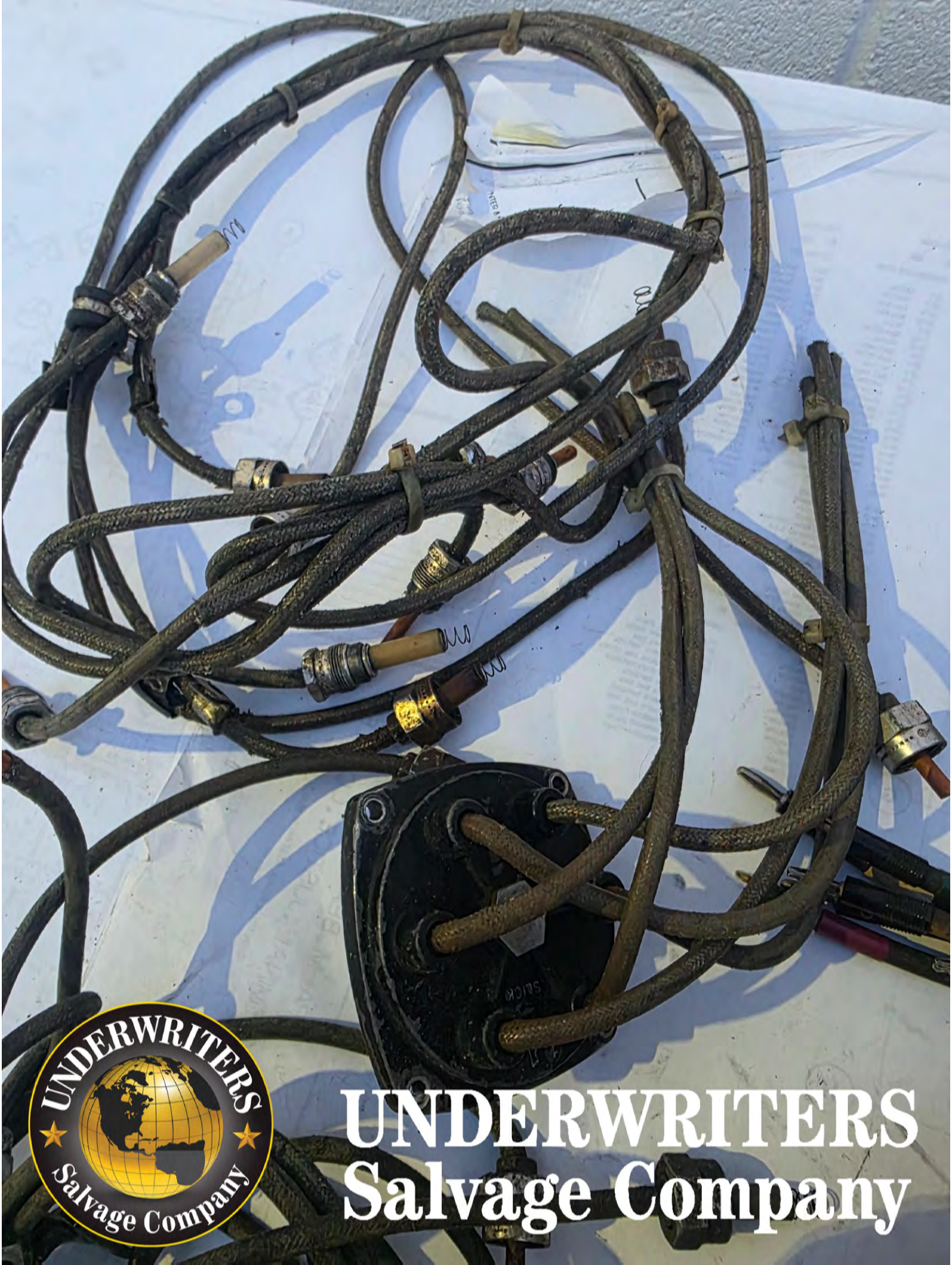

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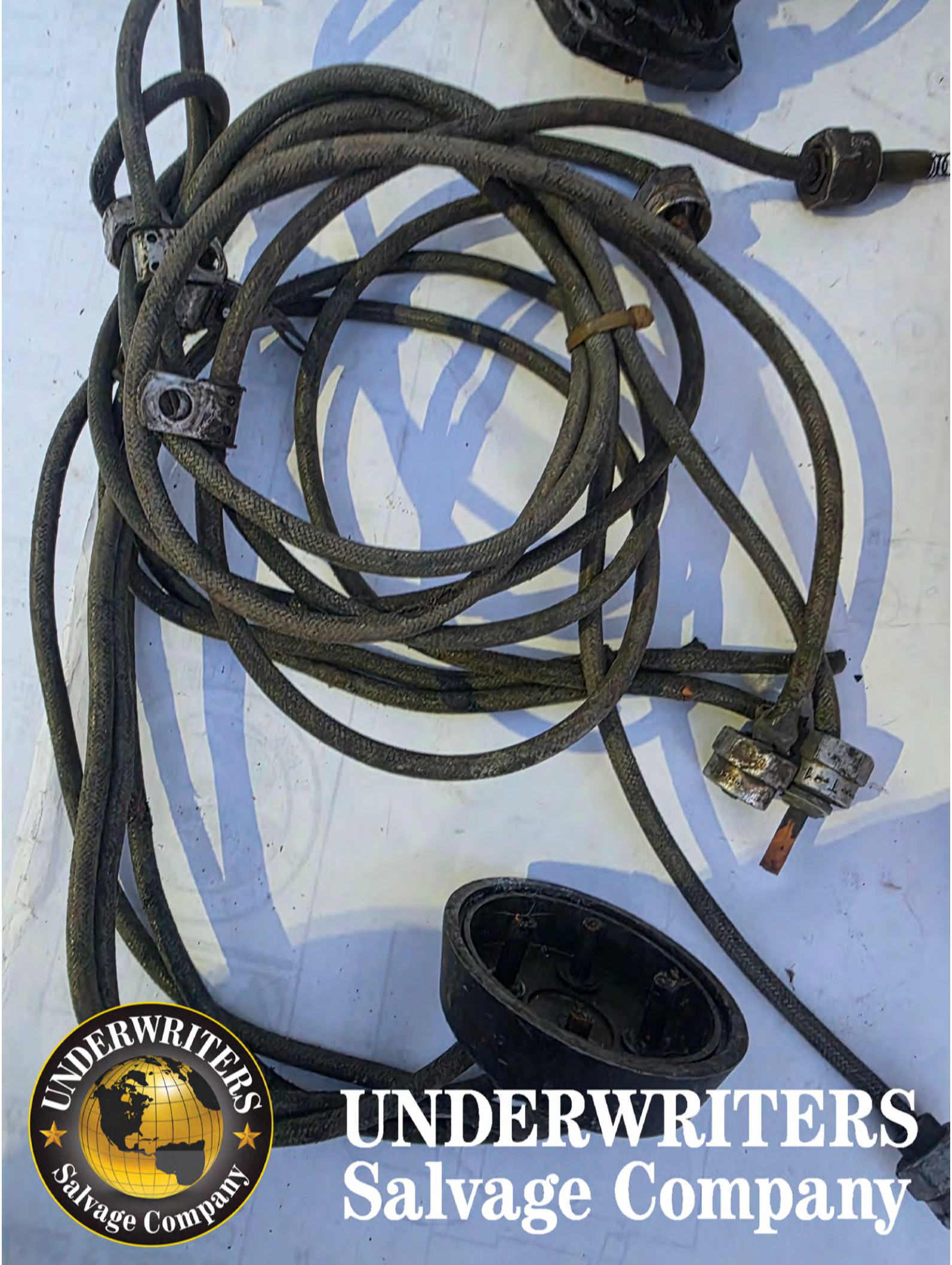

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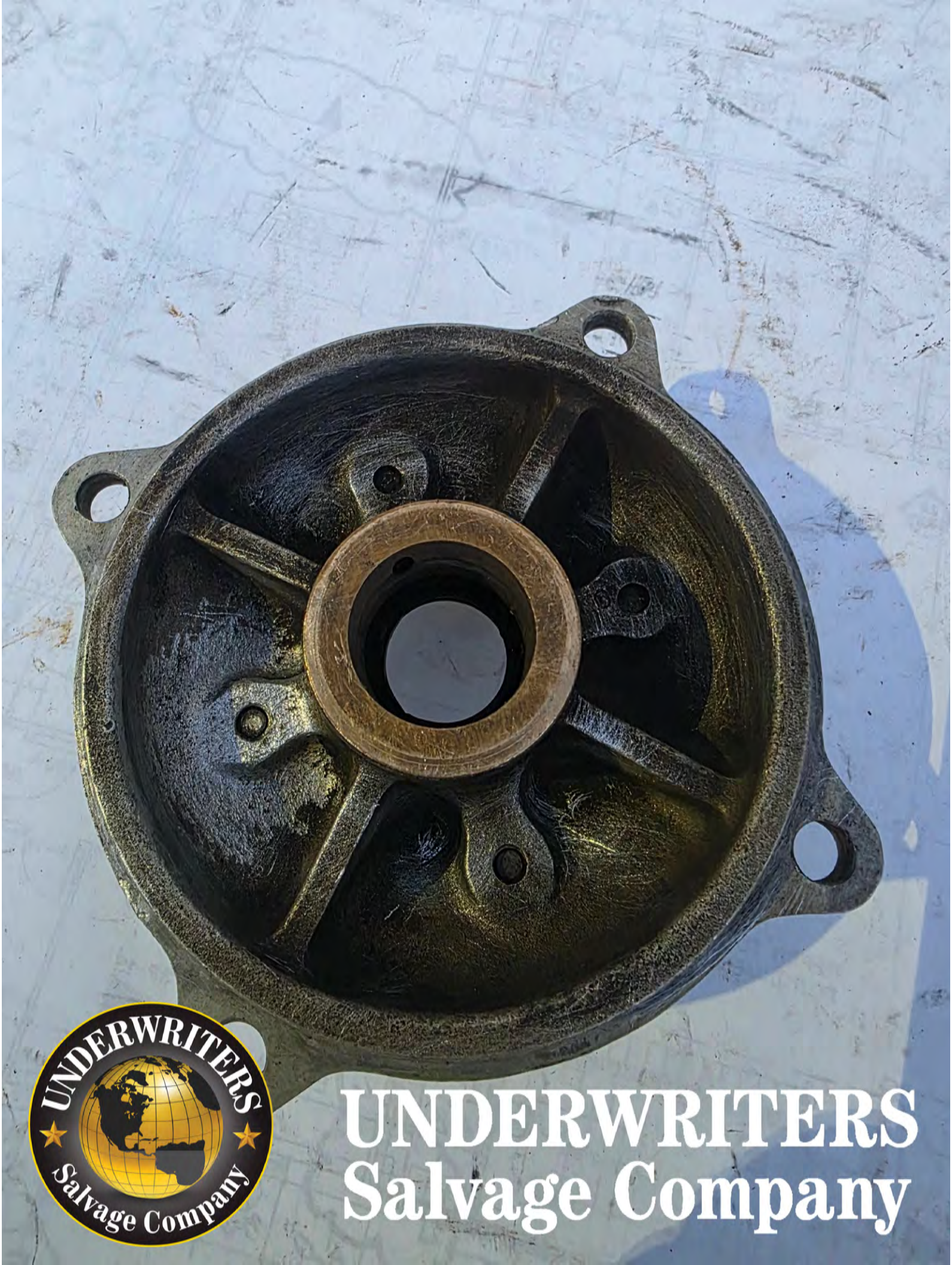
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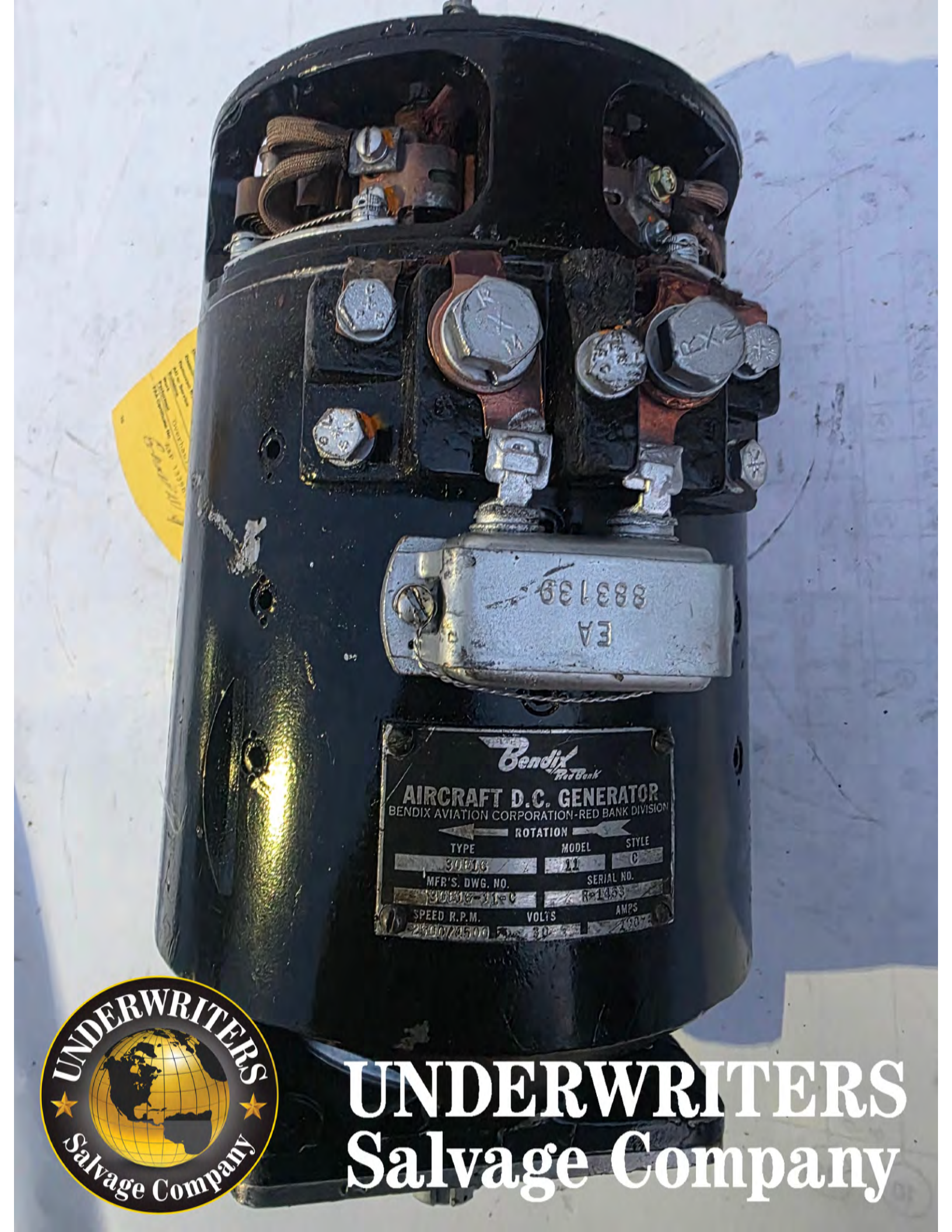

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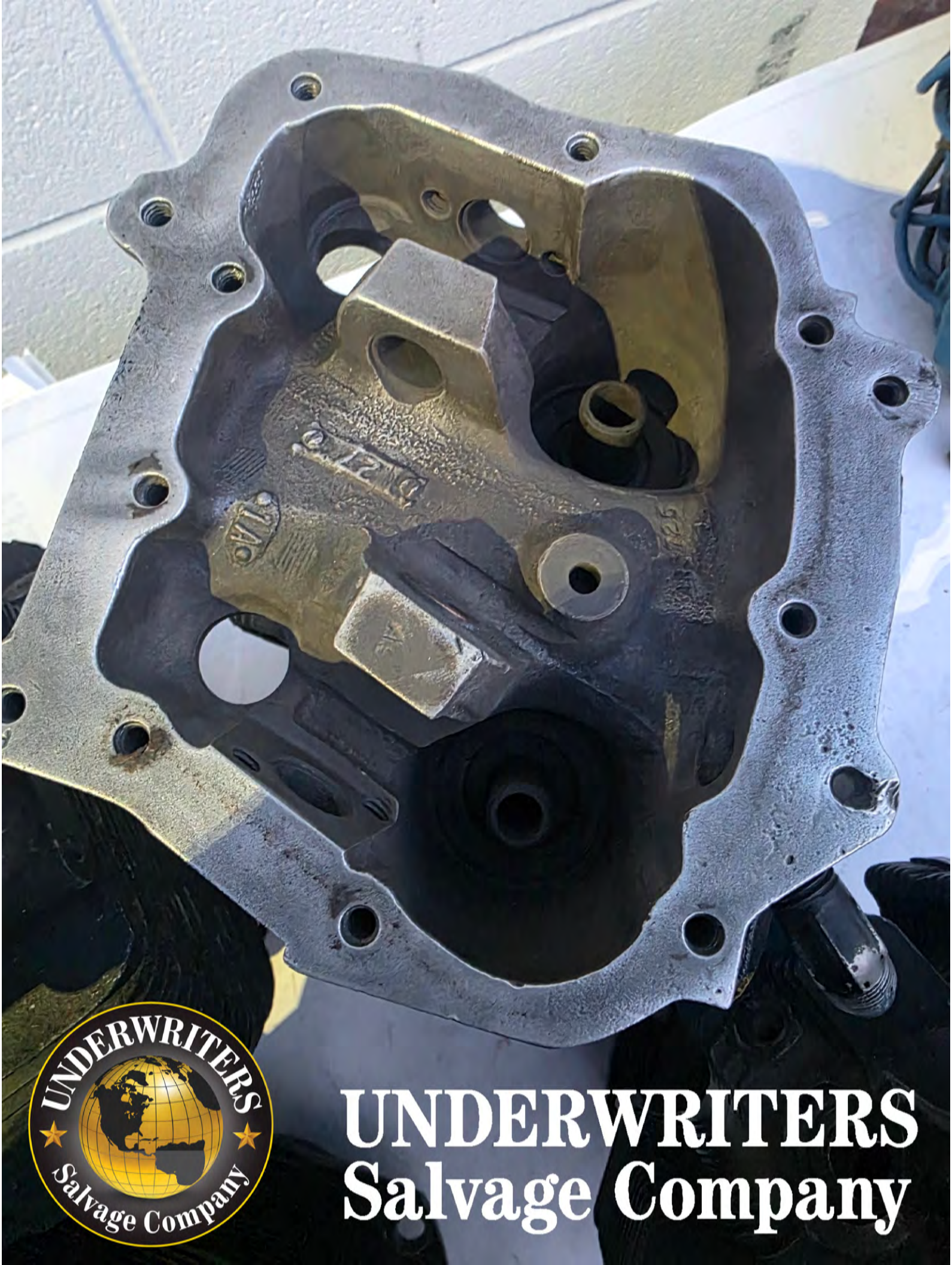

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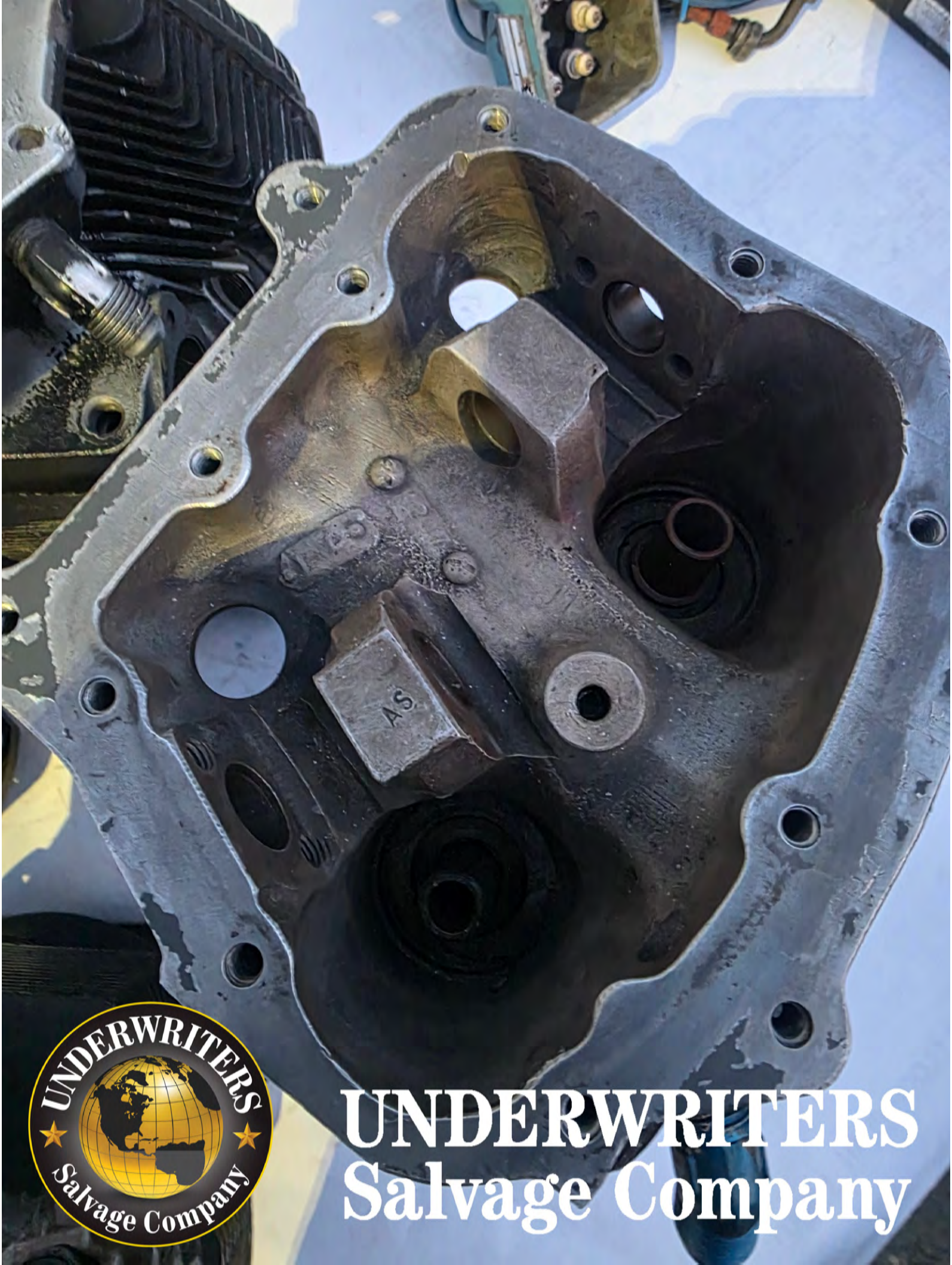

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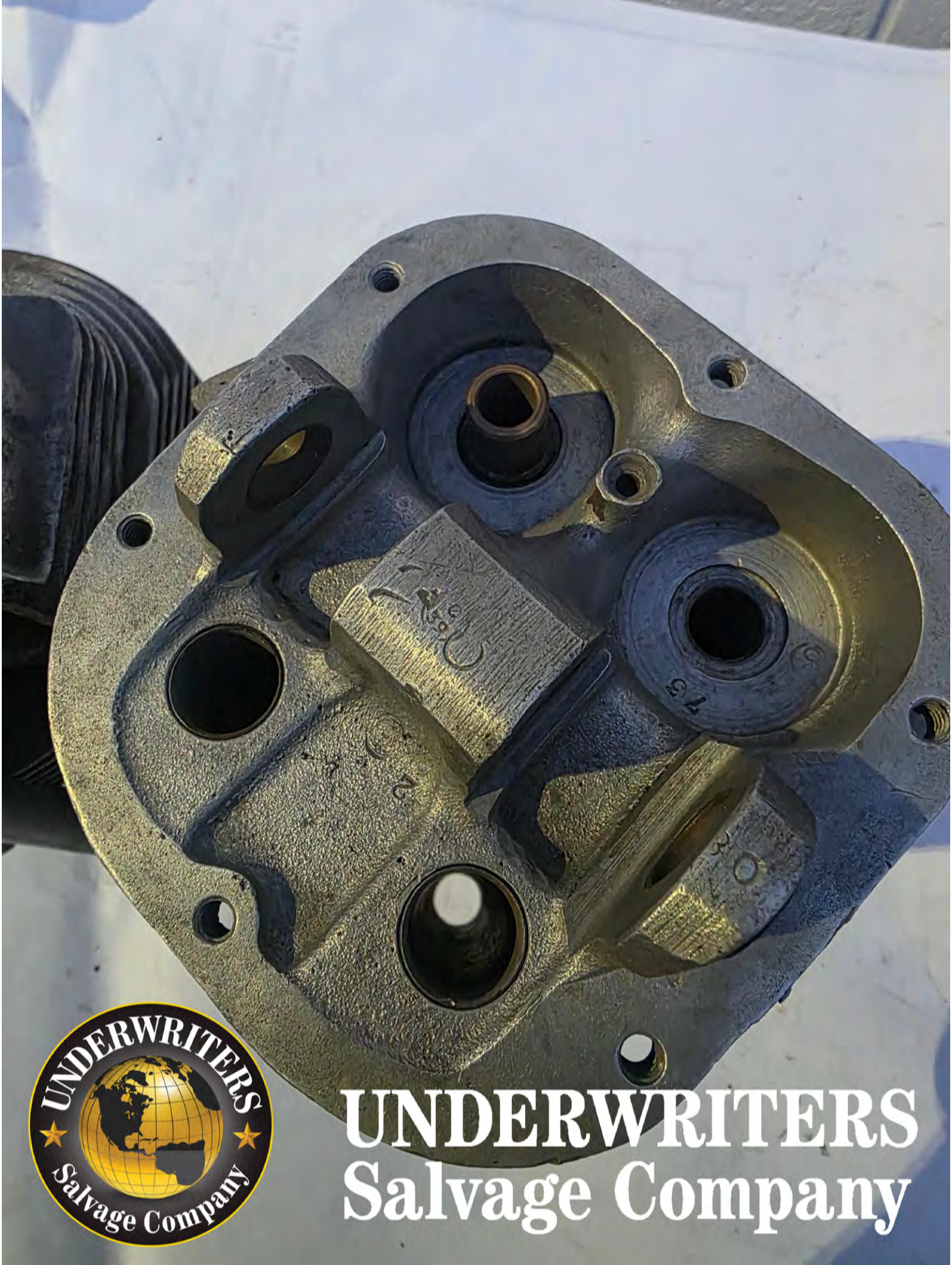

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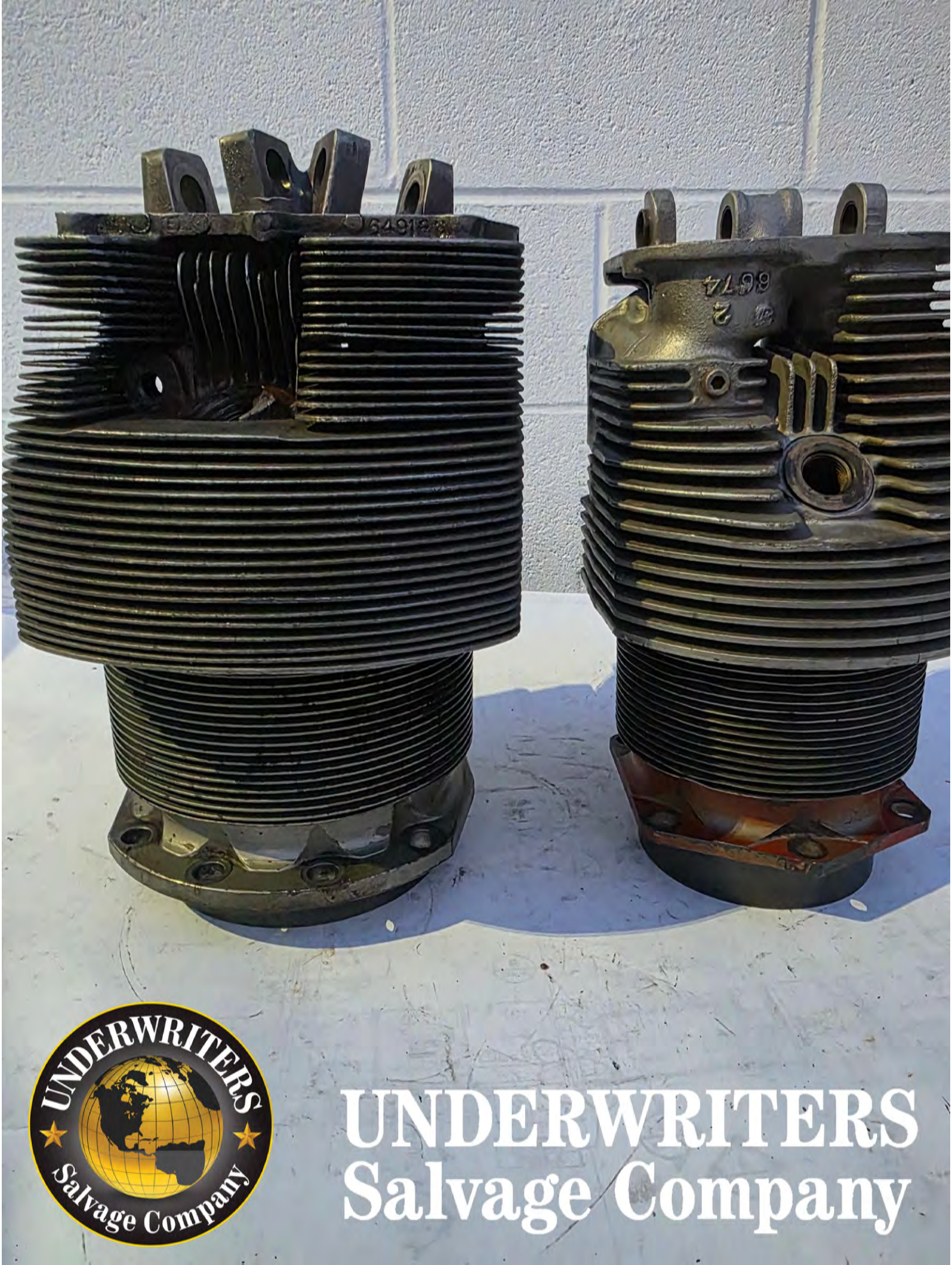

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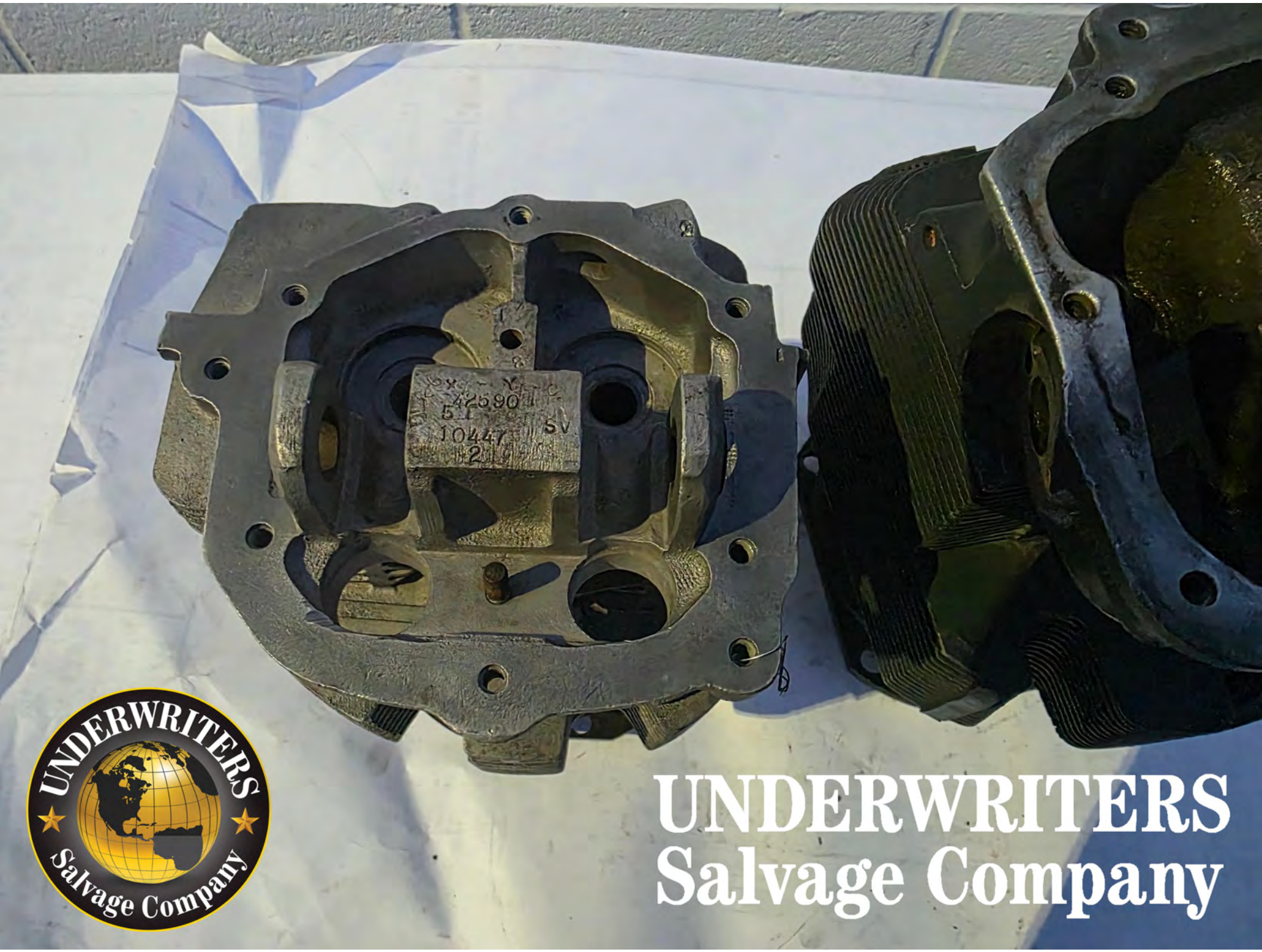
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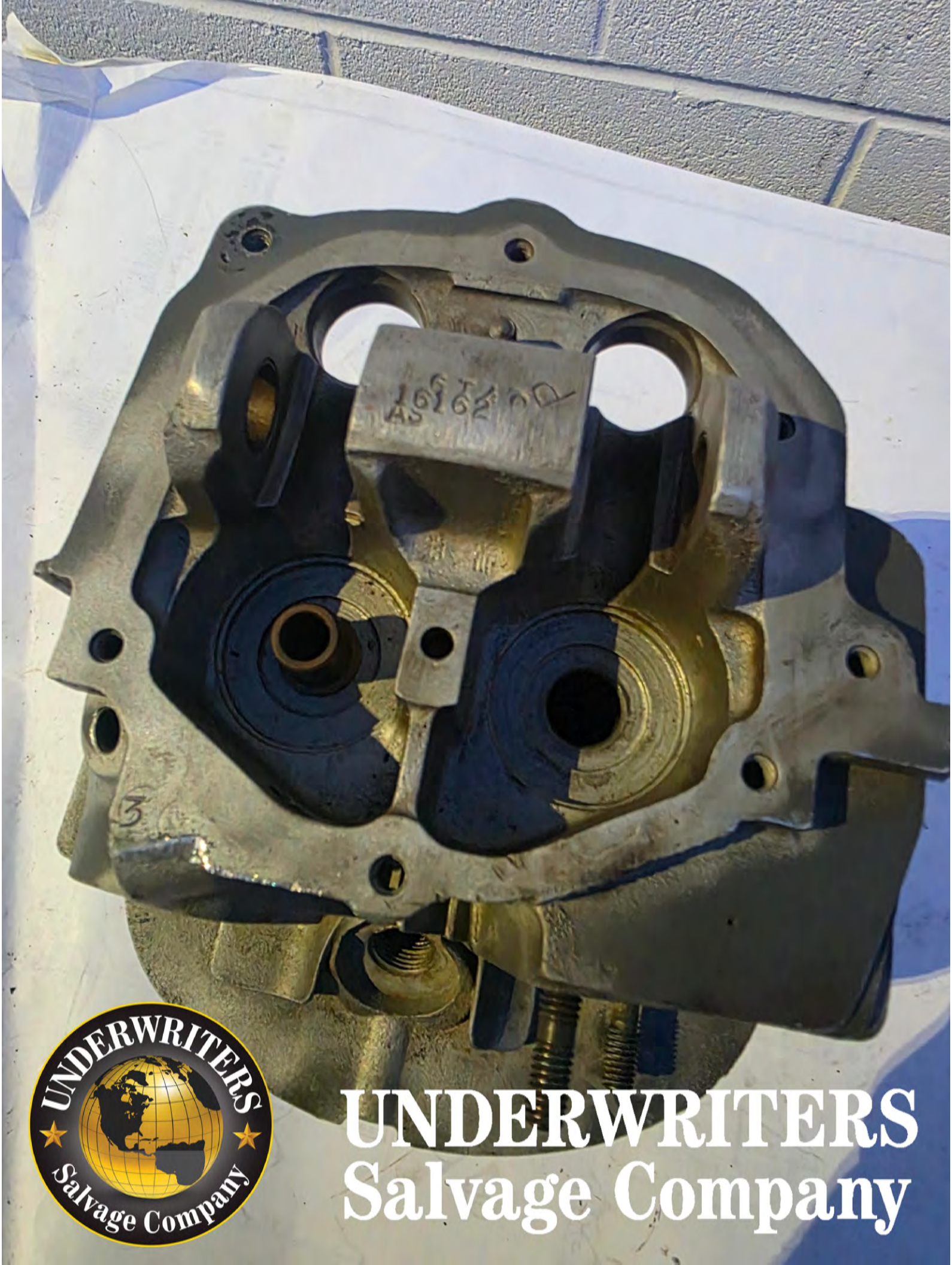

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