

AIRCRAFT ENGINE SPECIALIST

From: Mark Becht
Sent: Wednesday, March 22, 2017 12:10 PM
To: Keliher Zoe
Subject: RE: records request

Zoë,

In this case at least, serviceability appears to have been determined by a functional check during the test run of the complete engine (as per run sheet provided).

Our Repair Station manual, and its QC section do require appropriate paperwork for certificated components on certificated engines. Experimental engines may, or may not, have such paperwork, but will be inspected for suitability and function up to, and including, test run of the completed engine.

From: Keliher Zoe
Sent: Wednesday, March 22, 2017 9:41 AM
To: Mark Becht
Subject: RE: records request

Thanks Mark~
in looking at the logbook entry, I'm curious as to how the determination of "serviceable" is made. Is this based on what the customer tells you? Do you require paperwork for the components that you install?
Thanks again, Zoë

From: Mark Becht
Sent: Tuesday, March 21, 2017 3:28 PM
To: Keliher Zoe
Subject: RE: records request

I recovered the hard copy record, and found no additional information about the servo. I believe the customer provided it himself along with most of the other major components.
Attached is the run sheet, showing that it had successfully run here before shipping.

PRECISION AIRMOTIVE

From: Peter Nielson
Sent: Tuesday, March 21, 2017 3:25 PM
To: Keliher Zoe
Subject: RE: Exam Pics

Hi Zoe,

That appears to be original P/N 2524213-4 configuration. The current revision level is a -11. It appears the fuel diaphragm stem broke? This would cause a near total power loss.

Regards,
Peter Nielson

From: Peter Nielson

Hello Zoe,

I have attached the history of changes on this particular P/N servo, as it is very old. It appears to be an original Bendix servo and was never overhauled. When overhauled, a new yellow data plate is installed with the updated dash number (issue number) indicating all updates. As you can see from the attached data, this servo (-4) was built sometime between 1969 and 1976, so it is at least 40 years old. We currently recommend a TBO of the same as the engine or 12 years maximum calendar time. The serial number is also very old, Bendix went to 5 digits long ago, so it could be from earlier in that period.

That appears to be original P/N 2524213-4 configuration. The current revision level is a -11. If that is an original 2524213-4 servo, it will have a set screw in the center of the big brass access plug in the center of the regulator cover. It will also have a red rubber center lip seal in the center body instead of our current metal bellows seal. The stem is also a larger diameter and it uses larger nuts to adjust the regulator

Regards,

Peter Nielson

Product Support Manager

Precision Airmotive LLC