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Bellanca 17- 30a maintenance manual

For a more detailed description of the N28013 recovery, please read below: 1979 Bellanca Super Viking, 17-30A N28013 N28013 is an example of one of our restorations and was the Pinkney Aircraft previously sold and got back on the trade of the new Super Viking. The plane was always a hangar, the paint and interior were original, there was never any damage to the history and the original engine was never repaired or out of the plane. The aircraft has been kept to the highest standards and now includes most of the additional upgrade service kits. The full description of the repair is included and fully documented in the new journals. All magazines from the new plant are additionally included. The aircraft has always been a hangar, previously and since the restoration of the service. SERVICE UPDATE - AIRCRAFT AIRFRAME - AIRCRAFT EXTERIOR - AIRCRAFT FIREWALL FORWARD - AIRCRAFT INSTRUMENT PANEL - AIRCRAFT INTERIOR AIRCRAFT DESCRIPTION - GENERAL AIRCRAFT DESCRIPTION - STANDARD EQUIPMENT - FACTORY INSTALLED AIRFRAME OPTIONS - AVIONICS PACKAGE - AUTOPILOT REFURBISHMENT SERVICE SERVICE KITS INSTALLED SK7-4020 - assembly upgrade OF the chassis, The multi-scale assembly of the SK1267 - 4019 Motor Mount service kit does not apply serial number SKB102 - Left and right suspension fuel tank drainage valves installed. A.D. 90-02-17 Drag AD bracket rack eliminate repetitive inspections by installing new drag rack bracket fittings. The SK1067-P Lead power separation kit is installed in accordance with the B104 service letter. A.D. 96-18-7 B-107 Service Letter, referring to the nasal eye, chassis, drag racks, not applicable serial number. The following is a description of the inspections, tests and restorations that were performed on N28013 as posted in the aircraft log. AIRFRAME 1. The nasal chassis has been removed and disassembled. Stripped, inspected, primed and painted all the details and equipment. Collected and installed. 3. Cleaned, polished and painted as the main chassis assembly and checked rigged I.A.W. Bellanca Maintenance Guide. 4. Replaced all windows and windshield with new I.A.W. Bellanca maintenance guide. 5. Replaced the nose of the tire and tubes with new parts. 6. Replaced battery with the new GIL G-35 S/N G01808464. 7. The re-installed engine is mounted after sandblasting, inspection. Premier, and painted in the original specifications of the plant. 8. A new engine is installed Lord Mounts. 9. Installed engine after O/H Cont. IO-520-K S/N 557440 I.A.W. Bellanca Service 10. Installed props after O/H Hartzell HC-C3YF1RF S/N EC978 I.A.W. Bellanca Maintenance Guide. 11. Replaced all firewall hoses forward (1 ea) oil, (6 ea) fuel, (1 ea) air, (5 ea) hydraulic and (8 ea) duct hoses. 12. Replaced 6 ea EGT probes and leads with new parts of Alcor. 13. The electric engine harness has been replaced with the factory part 14. Replaced by a voltage controller with a new part, P/N 76092 S/N 5032 and over voltage relay with a new part, PIN 76145 S/N 8121243. 15. Performed test of the rebuttal of the chassis, ops checked well. 16. Replaced the rear passenger cable of heat control to the factory new part 17. Replaced by all adel clamps and tie rap and stainless steel equipment. 18. C/W AD 76-08-04 Wood deterioration inspection is all OK. 19. C/W AD 76-23-03 R1 Exhaust Tension Inspection System installed in ad. Because of the next Tach 100.0 20. C/W AD 87-11-01 Fuel caps and stock inspection. AJI drains are expensive and both caps are replaced. Because of the next in 05/2000. 21. C/W AD 84-26-02 Paper induction of the air filter by replacement. Because of the next on Tach 500.0 22. C/W AD 96-12-22 Oil Filter Adapter Inspection, all safe, due to the following on Tach 100.0 or removal of the oil filter. 23. Installed inflatable door printing on the installation instruction of THE STC SA2511NM report RFA-310, see Form 337. The change in weight and balance is negligible. I confirm that the aircraft was inspected in accordance with the annual inspection and it has been determined that it is in a state of air condition. Signature: Robert D. Powell IA 267538499. AIRCRAFT EXTERIOR Aircraft экстерьер усовершенствовал с использованием утвержденного заводского процесса, всех процедур и обратно на завод новый цвет и конфигурацию во всех деталях. Removed the main chassis of the wheel - doors, front and aft leading and rear vovs, and nose wheel doors (3). Replaced by two new side doors. Removed all aluminum inspection plates and panels (approximately 50 parts), all aluminum trim / windshield strap / lower wing root aluminum straps, landing light frame. Plexiglas lens to replace. Remote communication antennas on top of the aircraft, navigation light Plexiglas replaced later with all new including rubber weather bands / new access screws, etc., removed aluminum cap cover, wing root fiberglass dousing, spinner rear of the lower aluminum ground simple surface mounting, Pitot tube (replaced with new chrome) top and bottom cringe, propeller (propeller repaired and redesigned in the plant a new look, including proper stickers, and engine removed for All Firewall forward accessories, hoses, electric, exhaust, etc. removed for new parts before painting. Stripes etc for door bench stripping for refinish with all new parts, screws and equipment. Glass fiber top and bottom cowlings were cleaned inside and then stripped of any paint, refinished with ultra high temperature flat white paint. A new area of shield insulation has been installed as removed. The outer bonnets as well as all the fiberglass parts were properly pitch stripped, resurfaced, re-primed and prepared for the recycling process. All aluminum parts were chemically stripped, etched, and alldyned on both SIDES/ALL rear (the internal surfaces were then zinc chrome, primed) the outer zinc surfaces are chrome, primed and prepared for recycling. The total remaining exterior of the aircraft was stripped of its original final finish, including all the bottom without damaging the process, to the original silver ultraviolet protective coating. Any discrepancies have been corrected at the plant approved process and materials, including to step up the process, proper plumage from all areas needed. The aircraft was chemically cleaned after training and primed as needed before the final finish. All exterior parts previously taken were painted separately off the aircraft. The aircraft was carefully disguised to prevent it from being washed in undesirable areas. The glider received three common layers of Imron (paint numbers and colors to be listed) on the original four-color factory paint scheme and measurement using Bellanca factory original drawings. This includes all properly placed new decals including the bottom and chassis decals (after the chassis repair) (a separate entrance later). All previously removed and improved parts have been reinstalled using all new equipment, stainless steel screws, where applicable. New upper and lower locks, equipment, etc. were used. All new Plexiglas, landing lens and navigation light dozens have been installed with the factory new parts. A new rubberized ribbon of the front edges on the rear horizontal stabilizers and persistent brackets has been installed. New lower-side communication antennas have been installed to reduce resistance and improve the appearance. A re-chromated pit tube and new equipment have been installed. The refined wing is walking to the original appearance. Numerous other different details are completed. The propeller is being rebuilt and perfected into a new configuration, decals, etc. The base color is white #55769U Vol. LE 4.9 Vol AP 4.9. The first color finish burned orange #7455 modified to the next to lighten the color: #555U white at 98.0 #53U Jet Black 159.0. #557U, Fast Red 815.5. #547U Orange 2496.5. The second finish is beige #78390. The stripe of the pin is orange #1021. All colors of Dupont Imron. Door cabins and luggage doorways were perfected in a base coat of white #55769U. Inside both Fuel tanks doors have been prepared and refined to the original color. New fuel caps have been installed and inside decals as needed. The Auxiliary fuel tank door is prepared and refinised inside including a lid and the necessary decals. New front screens of edge vents have been installed Re-installed the cutting edge of the strip stall after refinish with stainless steel equipment. A new external ELT antenna has been installed and the navigation antenna has been replaced with a new one. All control surfaces are balanced, checked by weight and balance, the change is defined insignificantly. All procedures and processes have been reviewed and approved. Signed, Robert D. Powell A No. 1267538499 FIREWALL FORWARD END REFURBISHMENT Following information from the engine log: Tachometer Time: 0 Total time with a new: 2097 hours of major repairs carried out on this Teledyne Continental Series 10 5520K Model Powerplant Serial Number 557440 at the factory specification according to teledyne Motors Continental Capital Repair Guide. Complete disassembly of all internal parts and components. All internal steel parts are magnafluxed, V.A.R. Crankshaft magnafluxed and ultrasound inspection performed by Buldoc Aviation Specialized Services Repair Station #KM5R993M. All six mic cylinders are checked for specifications and restored to the original factory tolerances using the NU-CHROME process by Harrison Engine Services Inc. Repair Station #NOLR2R988K. The fuel injection system is repaired including a new engine-driven mechanical fuel pump by the Aircraft Accessories Certified Repair Station - RV3R829L. The following new parts WERE INSTALLED (NEW INTERNAL ENGINE PARTS) SIX SA530658 Rod Bushings / SIX-SA641951 Exhaust Valve Guide / SIX-SA643776 Consumption Valve Guide / SIX SA646895 Oil Seals / Eight-SA350998sha Crank Bushfittings/ Twelve-SA Four-SA643525-101 30261-37 Pins/TWO-SA-630261-38 Counter-Weight Pins / Twelve-SA630826 Rod Bearings / Twelve-SA629340 Rod Bolts / Twelve-SA628109 Nuts Rod / Twelve-AN38125-10 Keys / One-SA-535661 Camshaft / One-555756-8 Key / Six SA-637837 Exhaust Rollers / Six-SA539988 Intake Valves/ Twelve SA629117-1 Roto Reel / Twelve SA631521/ Twelve SA-637837 Valve Springs / Six SA-628488 Itaken Lifters / Six SA646277 Lifts / SA666666588-A1 Crankshaft Main bearing set / Six SA648013 Pistons (Set) Six SA52 01SC2 Piston Rings (Set)/ Twelve 652541 Cylinder Base Nuts / Thirty-six 531001 Cylinder Base Nuts / One IO-823674-1 Teledyne Continental Motors Ignition Wiring Harness/ Twelve-Six 531001 Cylinder BaseE Spark Plugs. Cleaned and tested oil coolers/bent, inspected and resealed oil pump/collected power plant with all new sets of pads, seals and hoses according to Teledyne Continental Motors Capital Repair Guide. Overhaul starter / overhaul of the aterator / Overhaul left and right Magneto assembly / Installed (OBA) New Magneto Cam Assembly PV 10-400166-4/ Installed new magneto Seals (OBA) P.N. IO-48944/ Executed with AD No 82-20-1 Bendix Magneto Impulse Couplers on (BOTH) Magnetos/ Next Due at 500 Hours Tach Time/ All Engine Airworthiness Directives to date have been implemented. The engine is ready to return to service. THE ENGINE IS NOT PRE-OIL. END Signature: The leaders of the ACP #1428281. ADDITIONAL SERVICES FORWARD FIREWALL 1. This engine is installed on the N28013 Bellanca 17-30A S1N79-30955 after the O/H I.A.W. Bellanca Maintenance Guide. 2. Replaced all firewall hoses forward, (1 ea) oil, (6 ea) fuel, (1 ea) air, (5 ea) hydraulic, and (8 ea) duct hose. 3. C/W AD 96-12-22 Oil Filter Adapter Inspection. All safe because of the following on Tach 100.0 or the removal of the oil filter. 4. C/W AD 76-23-03 R1 Exhaust Inspection System. The tension set on AD should be next on Tach 100.0. 5. C/W AD 84-26-02 Paper induction air filter by replacement, which should be introduced next on Tach 500.0. 6. Two new polished exhaust stacks have been installed, P/N 201047-0 and P/N 201048-0. 7. Service engine with 12 qtshell Aero 100 mineral oil and pre-oil engine 8. Magneto has been checked for up to 20.9. The test ran the engine, no leaks noted. I confirm that the aircraft was inspected in accordance with the annual inspection and it has been determined that it is in a state of air condition. Signature: Robert D. Powell IA 267538499. PROP MAGAZINE TACH: 0.0 T.T.: 2097.0 L. This prop is installed on the N28013 Bellanca 17-30A S/N79-30955 After O/H I.A.W. Bellanca Maintenance Guide. I confirm that the aircraft was inspected in accordance with the annual inspection and it has been determined that it is in a state of air condition. Signature: Robert D. Powell IA267538499 AIRCRAFT INSTRUMENT PANEL REFURBISHMENT All instruments, avionics, switches, etc., removed from the dashboard. Remote dashboard and control wheels to refine to the original new specification of parts. The dashboard was completely stripped to bare metal and upgraded to the original specification using approved materials. For this aircraft was used the original beige almond color with black silkscreen on the new aviation process. All new colored beige almond screws installed on the assembly. New switch frames, color code posters of numerous hardware as needed and various details like-new look. Installed all the tools after refinish as a new look. All avionics bench checked, aligned with the specification. The photovoltaic cells have been replaced in nav/coms. All avionics operations have been checked and reinstalled in aircraft. Re-installed S-TEC 60 Pitch stabilization system after factory maintenance. Installed updated (to the original specification coverage) control yokes (2) and installed a new center piece Bellanca emblem. Re-installed push-to-talk control wheel, map light, autopilot shutdown and electric finish switch after refinished for that mark a new condition. A new zero-time TACHOMETER, the new internally lit VERTICAL SPEED INDICATOR part #7040 Serial No. 281630, has been installed. Both communication antennas removed the Transponder antenna. A new large ground aircraft has been installed. The new Com antenna C 1-122 (bent whip) has been installed and a new coaxial cable number one com has been installed. A new ground has been installed on the lower/bottom of the fuselage and a second new Com C1-122 antenna (bent whip) has been installed. whip). The new coaxial for the number two com, installed a new ground aircraft and installed a new coaxial cable for the transponder. A new C1-105 transponder antenna has been installed. The DME antenna has been removed and replaced with the C1-05 antenna. New static lines and fittings for the pitot/static system have been installed. All necessary checks and operational checks of all systems have been carried out. All operations are well checked. Return to service. The end. ADDITIONAL INTERIOR/ INSTRUMENT PANEL ITEMS REPLACED WITH NEW Vernier control of the throttle cable and handle Vernier control propeller control cable and handles (blue for the new requirement) Vernier control cable control mix and handle New 6 probe E.G.T. Gauge New 6 probe E.G.T. Gauge selector switch (6 position switch) New selector fuel switch, indicator and housing 1. They removed the vacuum track from the plane and installed a new factory track. The test started the plane, all the checks are good. 2. The altimeter tests and inspection required by FAR 91.411 were performed, and it was found to correspond to the FAR 43 Annex E at an altitude of 20,000 feet at altitude Part Number: 503 SP-P44 Serial number 17931. 3. The static system of the aircraft required by FAR 91.411 were executed and found satisfactory Tach 0.0 4. The ATC Transponder and Inspection tests required by FAR 91.413 were performed and found to be in line with the FAR 43 Annex E and F. Make: Collins Model TDR-950 Serial Number: 25085. Details of these inspections are archived at this repair station in accordance with our WO-1621. AIRCRAFT INTERIOR REFURBISHMENT REMOVED COMPLETE INTERIOR for a complete revamp to the factory's original specification, pattern and stitch configuration using Bellanca, Inc. plant of new materials in accordance with the Federal Aviation Regulations 25.853 requirements for burns testing. All window frames have been removed, paint stripped and refined at the plant the original color code is reinstalled with new equipment including new stainless steel screws. All new factory green shades of plexiglass have been installed, including a new windshield, a pilot ventilation window with a new weather lane vent. Prior to the installation of the windshield stripped and improved both windshield fuselage braces for the original semi-glossy black and installed two new control marks. Two new lids with glare, covered with authentic black bark (dark brown) suede skin, have been installed. New screens of glareshield vents have been installed. The vertical compass appearance is refined. Removed cockpit floorboards and luggage floorboards, remove all lower insulation, carefully cleaned and reinstalled all new bottom covered foam insulation Carefully vacuumed and evacuated The fuselage cavity of any debris is cleaned and replaced with any belly insulation as required stripped all doork and steel pipes, including the luggage doorjamb, refined to correct the color, installed all new polished aluminum door slabs (provided that Inc.), new equipment and a spring hinge of the luggage door. A new strip of luggage doors has been installed. A new cockpit door has been installed under the pressure of the door seal in the STC SA2511NM installation instructions (see 337 Form in aircraft records). A new cockpit door has been installed at the sliding door. A new Chrome kit has been installed for the new Bellanca aircraft production, including sunvisor fittings and equipment, and new chrome hooks for cargo grids (only ten). A new cargo network has been installed. The interior has been renovated with the following Bellanca, Inc. plant new materials. This includes four head seats, four seats and seat backs, four side panels, a general luggage compartment design, a headliner, a carpet with additional top mats, matching rear seat pockets and two luggage door pockets. The rear seat, corresponding to the cushions of the decorator. Materials are: Headliner, Bellanca LP710 Sand Beige Puma Body cloth, Bellanca L259 Maple Lynx. Vinyl finish, imitation of bellanca Mocha Eclipse leather. Carpet, Bellana Urine Eclipse with Moca Eclipse tying. Statement of compliance with federal aviation regulations in aviation documents. New appropriate seat belts and two new rear-appropriate shoulder strap Aero Fabricators, W.O. #0413067. Reinstalled matching front seat inertia) shoulder straps. Installed a new Bellanca, Inc. matching Cora 'brown' leather pilot operating directory with brass equipment and new content in clear plastic lamination pages. Installed a new Bellanca, Inc matching Bark Brown leather three rings binder with brass equipment. Content includes new logs for this repair and all aircraft records with new ones, including all magazines (original set). All updated information in the plastic laminated three-page ring relating to applicable airworthiness directives, etc. installed a new Electra-Voice microphone and bracket. A new tug-bar has been installed. A new fuel spill. A new fire extinguisher H3R Halon Firefighting Protection Aircraft used only, according to the project (F.A.A. approved) All ventilation controls, thermal control, internal lighting and four intercom system operations seats are tested approved for return to service. Signed by AP's Jesse D. Bono #216569990. 1979 Bellanka Super Viking 17-30A Serial #79-30955 Registration #N28013 Main Exterior: White First Color Finish: Burnt Orange Secondary Color Finish: Beige Color Interior: Mocco Eclipse Headliner: Sandy Beige Puma Glareshield: Black Bark (Dark Brown) Suede Leather / Factory New Vinyl Trim: Mocha Eclipse Fabric: Maple Lynx / New Carpet Factory: Mocha Eclipse / Factory New Tool Group: Almonds / Factory New Glass Hue: Green / Windshield and All Side Windows / Plant New General Aircraft Time With New: 2097 Hours Total Time From The New Tachometer: Zero - Now 42 Hours Total Time With Propeller Overhaul: Zero - Now 42 Hours Annual Status Inspection Including Airiness Worth Directive Directive Updated with Sale Aircraft Always Hangars Before This Service No Damage History STANDARD EQUIPMENT Electrical Expansion System Transfers Courtesy Dome Light Landing Gear Warning System Fully Illuminated Panel with Rheostats Stall Warning Systems Pilot Map Lights Landing and Taxi Lights Fun Electric System with Switches Nav Lights Heavy Duty 12 Volt Battery Strobe Lights 60 Amp Alternator 12 Volt Position Fuel Boost Emergency Locator Transmitter True Airspeed Indicator Recording Tachometer Sensitive Heighter Manifold Pressure Gauge Vertical Fuel Indicator Fuel Sensor Outside Air Temperature Sensor Fuel Sensor Grope- Continuous Reading Artificial Horizon Temperature Oil Sensor Direction Gyro Pressure Lap Belt for all seats Steerable Nose Wheel Driver Storm Window Door Ash Trays Towing Bar Double Lift Trim , cabin doors and luggage door locks of single fuel Selector Cleveland Wheels Double Pressure Drive Brake Sump Drain System Parking Brake Oil Fast Drainage Throttle and Mix FACTORY INSTALLED AIRFRAME OPTIONS Three Blade Propeller Golf Club / Ski Pipe Retainer Fifteen gallons fuselage auxiliary fuel tank (83 gallons in total) Co-pilot Brake Wheel Doors Auxiliary Power Vessel Electric Trim Control Microphone Switch (Push-to-Talk) Right side of the microphone Jacks Electrovoice Microphones (2) Right side of the microphone Reclining front seat front seat front seat and rear inertia Harness Shoulder Luggage Storage Pockets suede Glare shield cover left side of the Sun Visor tinted Plexiglas Height reporting High Altitude Altimeter (United Instruments) W T Strobe Light System Profile Operating Group / Deluxe Interior Lighting Deluxe Internal Package and Lighting Wheel Map Light Chrome Kit Cleveland Wheels and Brakes Six Probe EGT Engine Analyzer Vertical Compass Pitot Heat Built in ELT Cowl Flaps Towing Bar Radio Master Switch Pure AVIONICS PACKAGE - Fun Collins Digital Microline Collins AMR-350 Audio Panel with Three Light Markers Beacon Collins VHF-251 Transiver Collins VHF-251 Transiver Collins Receiver Collins VIR-351 Receiver Collins IND-350 VOR / Localizer Indicator Collins IND-351 VOR / Localizer / Glideslope Indicator Collins GLS-350 Glideslope Receiver Collins RCR-650-ADF Receiver Collins IND-650-ADF Indicator Collins ANT-650-ADF DME Transverer Collins IND-650-ADF Indicator Collins ANT-451 DME Antenna Collins TDR-950 Transponder with Height Reading Collins ANS-351 RNAV Eight Waypoint Memory Navigation Pc Collins ANS-351 351 THE LIGHT PS Engineering Four Place Intercom Avionics Master dual position Electric watch GPS II Morrow Apollo Model 8002 AUTOPILOT Century IIB upgraded to S-TEC Pitch / Stabilization system equivalent to S-TEC 60-2 Autopilot, which includes height hold plus vertical speed Select. Glideslope couple, VOR/LOC/BACKCOURSE plus GPS connection. Coupling. bellanca 17-30a maintenance manual

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