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Bellanca super viking maintenance manual

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This text includes a disclaimer stating that references to specific commercial products do not imply endorsement or affiliation. The majority of the content is identical pages repeating this disclaimer. Page 2-9: Reference herein to any specific commercial products by trade name, trademark, manufacturer, or otherwise, is not meant to imply or suggest any endorsement by, or affiliation with that manufacturer or supplier. The aircraft N28013 underwent numerous inspections, tests, and restorations as documented in its logbooks. Key services include the installation of a lead power separation service kit and the elimination of recurring inspections by replacing drag strut bracket fittings. The nose gear, landing gear, and drag strut service letters B-107 were not applicable due to serial number exclusions. Major repairs involved reassembling and rigging the nose landing gear, main wheel and brake assemblies, and both main landing gear assemblies. Additionally, all windows, windshield, nose tire, tube, battery, engine mounts, engine, propeller, hoses, EGT probes, electrical harness, voltage regulator, over voltage relay, Adel clamps, tie raps, and stainless steel hardware were replaced or serviced as necessary. Inspections for wood deterioration, exhaust system tension, fuel caps and drains, paper induction air filter, oil filter adapter, and weight and balance change were also performed, with due dates recorded for future maintenance. The aircraft's exterior was refinished using an approved factory process to return it to its original color and configuration. The aircraft underwent significant modifications to prepare it for refurbishment. The main landing gear wheel doors, fore and aft fairings, and nose wheel doors were replaced with two new side doors. All aluminum inspection plates, panels, trim, and other components were removed, including approximately 50 parts, to facilitate the restoration process. Plexiglas lenses were also replaced. The communication antennas on top of the aircraft were removed, along with the navigation light Plexiglas, which was later replaced with all new parts, including rubber weather strips and screws. The aluminum hub caps, wing root fiberglass fairings, spinner, and rear underside mounting surface were removed for sandblasting, inspection, and refinish. The firewall forward accessories, hoses, electrical components, exhaust system, and other items were removed and replaced with new parts prior to painting. All doorjamb plates, accessories, hinges, hardware, doorstops, springs, weather strips, and other components were stripped out for doorjamb stripping and refinish. The fiberglass upper and lower cowlings were cleaned, stripped of paint, and refinished using ultra-high heat-resistant flat white paint. New area heat shield insulation was installed, and the exterior cowlings, as well as all fiberglass parts, were properly step-stripped, sanded, re-primed, and prepared for refinish. The aluminum parts underwent a non-damaging chemical stripping, etching, and allyingning process on both sides. The interior surfaces were then Zinc chromated, primed, while the exterior surfaces were also Zinc chromated, primed, and prepared for refinish. The aircraft's original final finish was stripped off using a non-damaging process, leaving the airframe with its original silver ultraviolet protective coating. Any discrepancies were corrected per factory-approved processes and materials, including build-up and feathering out of all areas required. After preparation, the aircraft received three total coats of Imron paint to match the original four-color factory paint scheme using Bellanca factory original blueprints. New decals, including underside and landing gear decals, were installed after the landing gear refurbishment. All previously removed parts were reinstalled using new hardware, stainless steel screws, and other materials. Strut braces installed, and new underside communication antennas added for reduced drag and improved appearance. The pitot tube was re-chromed with new hardware. The wing walk was refinished to its original state, and various other details were completed. The propeller was overhauled and refinished with new decals. The exterior paint colors used are all Dupont Imron. The base color is white (#55769U), while the first trim color is a modified burnt orange (#7455). The second trim color is beige (#78390), and the pin stripe is orange (#1021). The cabin and baggage doorjamb were refinished in the base coat white, and both main fuel tanks' doors were prepped and refinished to their original color. New fuel caps and decals were installed as needed. The auxiliary fuel tank door was also prepped and refinished. New vent screens (black) were installed on the leading edge, and stainless steel hardware was used for the reinstalled stall strips. A new exterior ELT antenna was installed, and the nav antenna was replaced. The control surfaces were balanced, checked, and found to be negligible. All procedures and processes were inspected and approved by Robert D. Powell (A+ 1267538499). The engine logbooks detail a major overhaul of the Teledyne Continental Series 10 5520K Model Powerplant with serial number 557440. The overhaul was completed to factory specifications in accordance with the Teledyne Continental Motors overhaul manual. All internal parts and components were disassembled, and the steel parts were magnafluxed. A crankshaft magnaflux test and ultrasonic inspection were performed by Buldoc Aviation Specialized Services Repair Station #KM5R993M. The cylinders were mic-checked to specification and reconditioned using the NU-CHROME process. The fuel injection system was overhauled, including a new engine-driven mechanical fuel pump installed by Aircraft Accessories Certified Repair Station #RV3R829L. New internal engine parts were installed, including rod bushings, exhaust valve guides, intake valve guides, oil seals, crankshaft bushings, counterweight bushings, and more. Twelve cylinder base nuts, thirty-six others, one ignition wiring harness, twelve spark plugs. Oil cooler cleaned and inspected, oil pump leaned, resealed, and overhauled with new gaskets. Powerplant reassembled with new seals and hoses according to Teledyne Continental Motors' manual. Starter, alternator, left, and right magneto assemblies overhauled. New cam assemblies and oil seals installed on both magnetos. Magneto impulse couplers complied with AD # 82-20-1. Next due at 500 hours tach time. Engine airworthiness directives complied with to date. Engine ready for return to service. NOT PRE-OILED. Signed: Bob Leaders, A&P #1428281. Additional firewall forward services: 1. Installed engine on Bellanca 17 30A S1N79-30955 after overhaul. 2. Replaced all hoses - oil, fuel, air, hydraulic, and duct. 3. Complied with AD 96-12-22 oil filter adapter inspection. 4. Complied with AD 76-23-03 exhaust system inspection. 5. Replaced paper induction air filter according to AD 84-26-02. 6. Installed new polished exhaust stacks P/N 201047-0 and P/N 201048-0. 7. Serviced engine with Aeroshell 100 mineral oil. 8. Checked magneto timing to 20'. 9. Test ran engine, no leaks noted. Certified: Robert D. Powell, IA #267538499. Prop logbook tach: 0.0 TT: 2097.0 1. Installed prop on Bellanca 17-30A S/N79-30955 after overhaul. Certified: Robert D. Powell, IA #267538499. Airplane instrument panel refurbishment: Instruments removed and panel stripped to bare metal. Refinished with original beige almond color and new screws. New switch frames and hardware installed. All instruments bench-checked and reinstalled in aircraft. Avionics aligned to specification and photobells replaced. S-TEC 60 pitch stabilization system serviced. Control wheels refurbished. The aircraft underwent extensive maintenance and refurbishment. Key upgrades include the installation of a new tachometer, vertical speed indicator, and transponder antenna. The communication antennas were removed, replaced with larger ground planes, and upgraded coax cables. A new Narco ELT-10 emergency locator transmitter antenna was also installed. Additionally, interior and instrument panel components were replaced or refurbished to meet factory original specifications. These items include Vernier control throttle and propeller control cables and knobs, as well as a 6-probe E.G.T. gauge and fuel selector switch. A new altimeter was also installed and tested, with satisfactory results up to 20,000 feet. The aircraft's static system and ATC transponder were inspected and found compliant with FAR regulations. The interior was completely removed for refurbishment using Bellanca factory materials, meeting Federal Aviation Regulation 25.853 burn test requirements. Window frames were refinished and reinstalled with new hardware, including a new windshield, pilot vent window, and genuine suede leather glareshield covers. All required inspections and operation checks on the systems were performed, yielding satisfactory results. ALL new underside foam insulation thoroughly cleaned and reinstalled, along with any required belly insulation. Interior cavity of fuselage thoroughly vacuummed and evacuated to remove any debris. Doorjamb's stripped of paint and refinished to correct color, with new polished aluminum doorjamb plates and hardware installed. New baggage door spring hinge and weather strip also installed. Cabin door pressurized door seal per STC SA2511NM installation instructions, along with new cabin door sliding door stop. Chrome Kit installed, including sunvisor armature and hardware, chrome cargo net hooks, and factory new cargo net. Interior refurbished with Bellanca, Inc. factory new materials, including head rests, seats and seat backs, side panels, baggage compartment construction, headliner, carpet, and matching seat back pockets and baggage door pockets. Rear seat featuring decorator pillows in matching colors. New matching seat belts and rear shoulder harnesses installed by Aero Fabricators. Front seat inertia) shoulder harnesses reinstalled. Pilot operating handbook updated with new contents and clear plastic lamination pages. Three-ring binder also updated with logbooks, aircraft records, and airworthiness directives. Electra-Voice microphone and bracket installed, along with factory new tow bar and fuel drain sump. H3R Halon fire extinguisher installed for aircraft fire protection use only (F.A.A. approved). All vent controls, heat controls, interior lighting, and four-place intercom system operations checked and approved for return to service. Signed, Jesse D. Bono AP #216569990. The aircraft has been thoroughly maintained, with a propeller overhaul completed 42 hours ago. The annual inspection status indicates compliance with Air Worthiness Directives and IFR certification. The sale aircraft is always hangared prior to this service, ensuring no damage history. Standard equipment includes an automatic gear extension system, courtesy dome light, and landing gear warning system. The electrical system features a fully illuminated panel with rheostats, stall warning system, pilot map lights, and landing and taxi lights. The fuel system includes a fun electric system with circuit breakers, Nav lights, heavy-duty 12-volt battery, strobe lights, and 60-amp alternator. Additional systems include a voltage regulator, high-low flap position preselect circuit, warning lights, electric two-position fuel boost pump, high-low voltage sensor, heated pitot system, and shielded ignition harness. The instrument panel boasts an array of features, including an emergency locator transmitter, true airspeed indicator, recording tachometer, sensitive altimeter, manifold pressure gauge, vertical speed indicator, and fuel flow gauge. The aircraft is equipped with numerous safety and convenience features, such as heavy-duty 6-ply tires with tubes, shoulder harness and lap belts, steerable nose wheel, pilot storm window, wheel doors, ash trays, tow bar, dual controls, elevator trim, retracting tie down rings, high-pressure windshield defrosting system, jack pads, ignition, cabin door, and luggage door locks. The aircraft is available with factory-installed airframe options, including a three-bladed propeller, golf club/ski tube retainer, fifteen-gallon fuselage auxiliary fuel tank, co-pilot brakes, wheel doors, auxiliary power receptacle, electric trim control, wheel mic switch, electrovoice microphones, reclining front seats, inertial shoulder harness, baggage door storage pockets, suede glare shield cover, left side sun visor, tinted plexiglas altimeter, and various avtonics packages. Collins TDR-950 transponder with altitude readout is featured alongside Collins ANS-351 RNAV navigation computer and indicator, as well as PS Engineering four-place intercom avionics master with dual electric clocks. The aircraft also boasts a GPS II system from Morrow Apollo Model 8002 AUTOPILOT and an upgraded Century IIB autopilot equivalent to S-TEC 60-2, including features such as altitude hold, vertical speed select, glideslope coupling, VOR/LOC/BACKCOURSE navigation, and GPS integration.