30 Oct. 1993

Dear Mike:

You prpbably won't be able to get a 4016 mag; the 4216 or 4316 mags have a fixed dowel to trip the impulse. You will have to remove the key in the shaft, and move the impulse coupling so it will fire at top dead center, when the mag is set to fire at 36 degrees. Then, mark the impulse coupling, and have a new key way cut (electrical discharge machine) in the coupling. This coupling is off the old 0470's engine, which is on the old Bonanza's - right hand turn.

If I can help in any way, just let me know.

Sincerely,

Charles Linn
P.O. Box 437
Groveland, CA 95321
(209) 962-7462

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION FAT FSDO 4-0-04

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: AERONCA	MODEL: K
	SERIAL NO.: 169	NATIONALITY AND REGISTRATION MARK: USA N-19301
2. OWNER	NAME *(As shown on registration certificate)*: CHARLES C. LINN	ADDRESS *(As shown on registration certificate)*: P.O. BOX 437 GROVELAND, CA 95321

3. FOR FAA USE ONLY

The data contained herein complies with airworthiness requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43.7 _____ Date 02-07-90

FAA Inspector WP-FSDO-F1

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	********** *(As described in item 1 above)* **********				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Steven D Pinley PO Box 280 Groveland Ca 95321	X U.S. CERTIFICATED MECHANIC	564665307
	FOREIGN CERTIFICATED MECHANIC	
	CERTIFICATED REPAIR STATION	
	MANUFACTURER	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
1-7-90	Steven D Pinley

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY						OTHER *(Specify)*
	☐	FAA FLT. STANDARDS INSPECTOR	☐	MANUFACTURER	X INSPECTION AUTHORIZATION	
	☐	FAA DESIGNEE	☐	REPAIR STATION	☐ CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
1-7-90	564665307	Steven D Pinley

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

Slick mag R.H. 4016 Ser. No. 5120029 installed. **********
Slick impulse coupling Part No. M2369 installed.**********
Rubber drive parts Part. No. 638172 installed. **********

Slick mag 4016 is a four cylinder mag turning crankshaft speed. Aeronca engine drives mag off of the idle gear or crankshaft speed and takes RH turn mag. Four cylinder mag, turning one half speed, fires right sequence for two cylinder engine. If stock mag rotor gear is used, two opposite leads would go to one plug. By extending rotor gear from one pointer to two, 180° apart, this eliminates two wires to one plug and makes a four cylinder mag to a two cylinder mag turning one half speed or crankshaft speed.

Mag impulse set at 25° retarded, turning one half speed is 50° retarded. Set mag for 18° retarded. Aeronca engine runs 36° advanced normally.

USA N-19301 Feb. 5, 1990

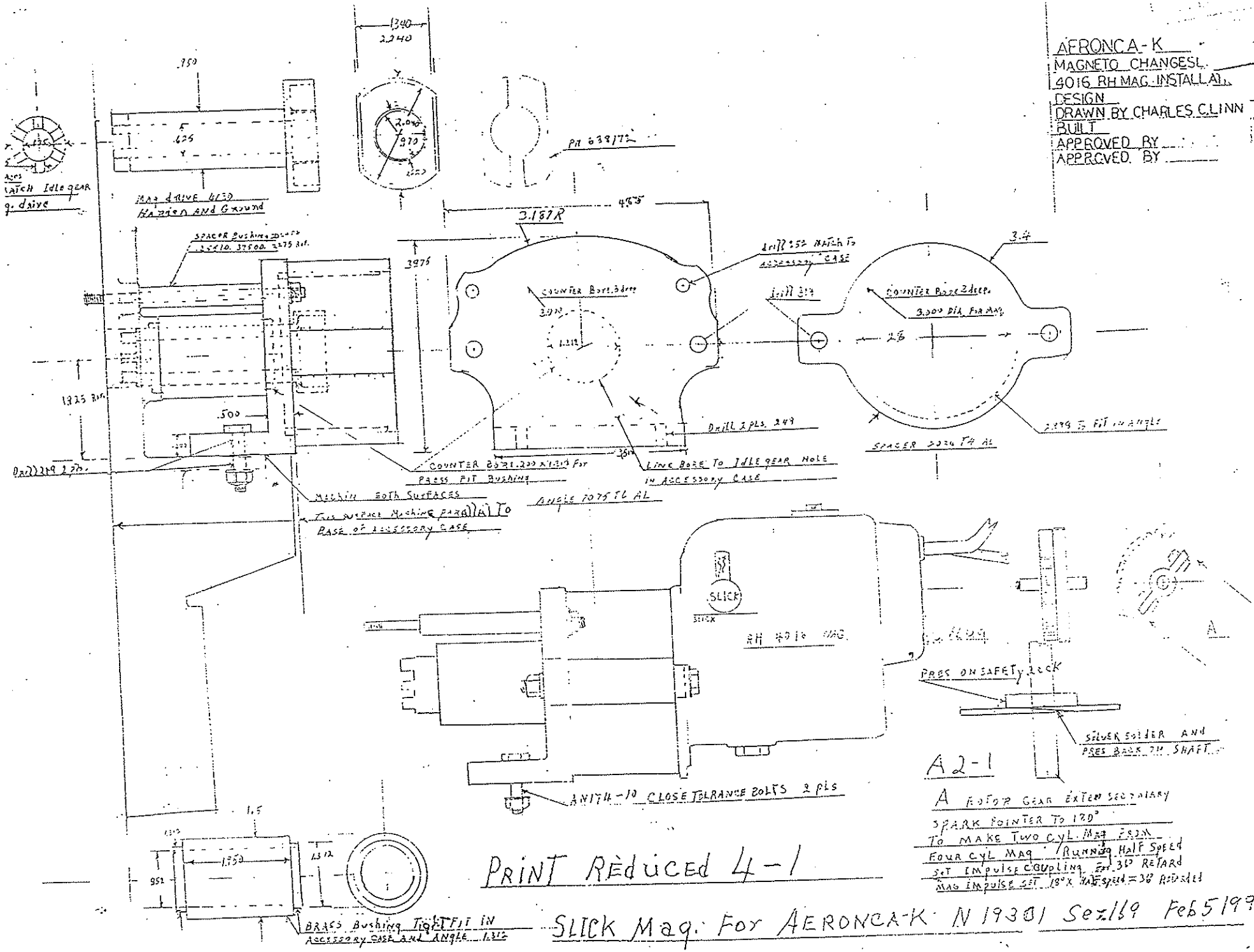
SEE ATTACHED SHEETS.

**********NOTHING MORE FOLLOWS**********

☒ ADDITIONAL SHEETS ARE ATTACHED

ERONCA - K
GNETO CHANGE
'6 RH MAG INSTALL
IGN
WN BY CHARLES C LINN
L
QVED BY
CVED BY

AERONCA-K
MAGNETO CHANGES
4016 RH MAG INSTALLA
DESIGN
DRAWN BY CHARLES C LINN
BUILT
APPROVED BY
APPROVED BY



PRINT REDUCED 4-1

SLICK Mag. For AERONCA-K N 19301 Sec 169 Feb 5 1990

If you use a 4216 or 4316 mage. A new key way has to be cut