

CHAMPION

TECHNICAL BULLETIN

AVIATION DEPARTMENT
CHAMPION SPARK PLUG COMPANY
TOLEDO 1, OHIO

NO. 62-1
DATE 7-10-62
FILE DUPLICATE

IGNITION SYSTEM - Distribution - Removal of Semi-Conductor from
FHE-100-X6 Igniters

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1. PLANNING INFORMATION

A. Effectivity

CJ805-3 engines, S/N 161-101 through 161-344, except 161-143, -161, -165, -170, -174, -177, -234 and -285 (as originally shipped).

CJ805-3A engines, S/N 415-101 through 415-122.

Spare FHE-100-X6 igniters manufactured before July 1/62.

B. Reason

FHE-100-X6 igniters are being replaced with AA-30S-5 igniters per General Electric Service Bulletin (3) 74-2. During transition to the new igniters, the starting capability of the subject igniters can be improved by removing the semi-conductor from the firing end annulus.

C. Description

The semi-conductor coating is removed from the ceramic in the firing end annulus.

D. Compliance

The operator may, at his discretion and convenience, accomplish this modification to new FHE-100-X6 igniters prior to use; or, the operator may return igniters prepaid to Champion and modification will be applied no-charge.

NOTE: All new FHE-100-X6 igniters manufactured after July 1/62 will include this modification improvement. The modified igniters will have the letter "A" stamped after the serial number.

E. Approval

Approved by FAA DER July 2/62.

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PLANNING INFORMATION (Cont'd)

F. Manpower

It will take approximately 10 minutes to accomplish this modification to each current stock FHE-100-X6 igniter.

G. Material

None.

H. Tooling

- (1) Cabinet type dry abrasive air blast cleaner.
- (2) Shop igniter spark test - operators' normal test.

I. Weight and Balance

No change.

J. References

General Electric CJ805-3 Service Bulletin (3) 74-2, Igniter Plug (.090 Gap).

General Electric CJ805-3 Accessories Overhaul Manual, GEI 67825.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Remove new FHE-100-X6 igniter from package.
- B. With dry abrasive blast, remove dark semi-conductor coating from the firing end annulus gap - exposing the white ceramic.
- C. With clean dry air blow off any abrasive dust - all areas of igniter.
- D. Accomplish spark test of the igniter as outlined in chapter 74-22-0 of the referenced manual.

NOTE: Spark voltage will be significantly greater than it was prior to modification.

- E. After test - repackage igniter and assign for use. (No re-identification of the igniter is required, although the letter "A" can be scribed or vibrator engraved after the serial number if desired.)

3. MATERIAL INFORMATION

None.