Fresno Airparts Co.
[redacted]
Fresno, CA 93706
[redacted]
Fa[redacted]
[redacted]

August 15, 2022

Bendix-Scintilla SF4RN-8
Serial Number: 36068
Assembly Number: 10-16776-1
Engine Placement: Left Magneto

Overall/Visual Inspection

Magneto seem unmaintained, magneto is in poor overall condition. Large distributor gear is worn and missing most of the teeth. The distributor axle is missing the axle set screw. The distributor axle is loose in the front housing and the bushing is worn. The axle set was located in the bottom of the magneto housing in the vent screen.

1. Axle Set Screw: Missing
2. Distributor Micarta Gear: Over 50% of the teeth are worn
3. Distributor Axle Bushing: Loose and Worn
4. Point Cover Screws: Stripped/Cross Threaded and Safety Wired in place
5. Axle Set Screw: Located in the bottom of the magneto housing
6. Distributor Axle Bearing: Failed, causing excessive drag on the micarta gear and causing the gear wear.

Magneto does function but out of Bendix-Scintilla test standards.

Magneto has a coming in speed of 185 RPM (Max 135 RPM)

Coil tested at 1.6 amps (Standard 1.70 amps)

Condenser tested at .22 mfd (standard .22 to .25 mfd)

Fresno Airparts Co.
[redacted]
Fresno, CA 93706
[redacted]
Email: c[redacted]

August 15, 2022

Bendix-Scintilla SF4RN-8
Serial Number: 187499
Assembly Number: 10-19293-1
Engine Placement: Right Magneto

Overall/Visual Inspection

Magneto seem unmaintained, magneto is in poor overall condition. I was uncertain about the damage to the micarta gear. There is no damage to the outside of the magneto housing. Damage probably occurred at some time while the top cover was removed. The point cover screws were both stripped and cross threaded and the screws were safety wired in place.

1. Distributor Axle Set Screw: Loose
2. Distributor Axle Bushing: Worn and Loose and Axle
3. Distributor Gear: Damaged Six Teeth missing from gear
4. Point Cover Screws: Stripped/Cross threaded – Safety Wired in place

Magneto does function within Bendix-Scintilla test standards.

Magneto has a coming in speed of 140 RPM

Coil tested at 1.50 amps (Standard 1.70 amps)

Condenser tested at .23 mfd (standard .22 to .25 mfd)