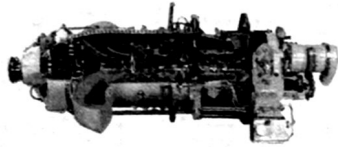


Diemech Turbines, Inc.



1200 Flightline Blvd. Suite 3
DeLand, FL. 32724

Tel: (386) 736-4169

Fax: (386) 736-6303

www.diemechturbines.com

E-mail: johncook@fbs.net

INVOICE

Tom Whelan
Tel. 203-266-5300
Fax: 203-266-5140

01-08-2003
ref: tomw03

Wire details:

Bank:	Sun Trust Bank
Branch:	Northgate, Florida
Account Name:	Diemech Turbines, Inc.
Account #:	0559059902325
Routing #:	061000104
Amount:	\$ 36,950.00

Kind regards

Susan Cook

C:\U2K\872010

Chadwick-Helmuth Spectrum Plot Program v1.00b

X

SELECT LIST

Spectrum 2 of 8
Total selected 7

Plot:

SPECTRUM
WATERFALL
TRENDMax Freq:
60000 RPM

12-16-2002 14:20:59 [

] CH:2A Speed: 2020 RPM

Type: U2K FFT

Cursor:

NORMAL
BANDNo. Harmonic
1Band Width:
9 binsBand Type:
RMS
PEAK

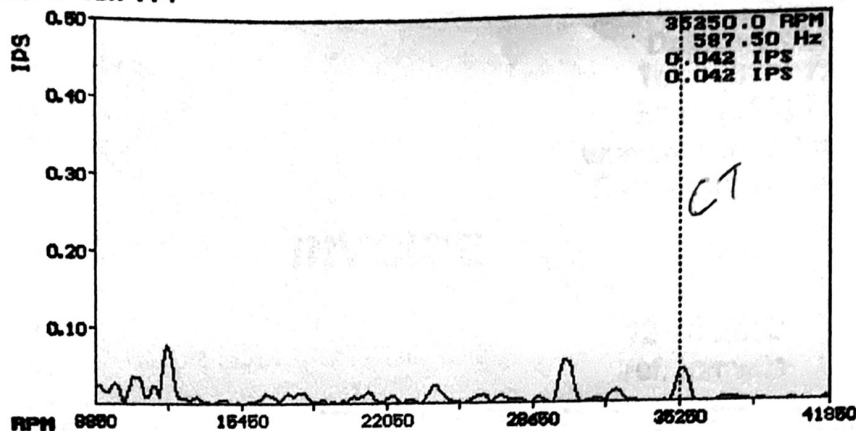
Scale:

Autoscale
User entry
Zoom X-axis
Incr Decr

HELP

NEW GRAPH

EXIT



Zoom Range: 9850-41850 RPM (Bin 59-279), Maxf = 60000 RPM

Move Peak Move Bin Change Spectrum Waterfall Perspective

MAX
5MM

C:\U2K\872010

Chadwick-Helmuth Spectrum Plot Program v1.00b

X

SELECT LIST

Spectrum 2 of 8
Total selected 7

Plot:

SPECTRUM
WATERFALL
TRENDMax Freq:
60000 RPM

12-16-2002 14:20:59 [

] CH:2A Speed: 2020 RPM

Type: U2K FFT

Cursor:

NORMAL
BANDNo. Harmonic
1Band Width:
9 binsBand Type:
RMS
PEAK

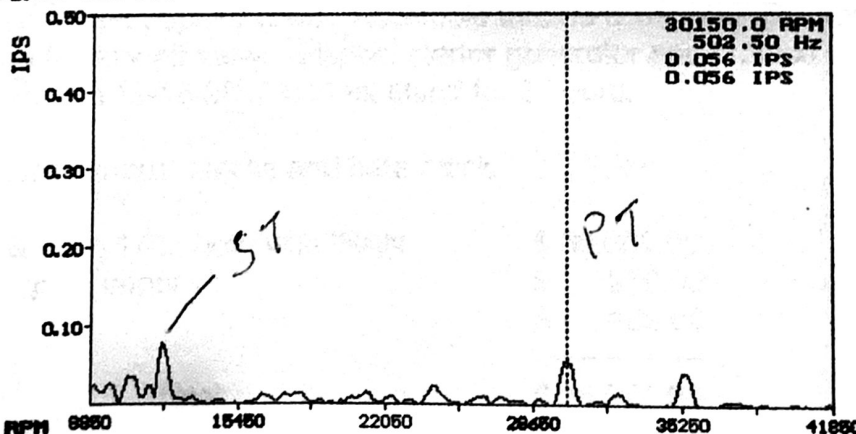
Scale:

Autoscale
User entry
Zoom X-axis
Incr Decr

HELP

NEW GRAPH

EXIT



Zoom Range: 9850-41850 RPM (Bin 59-279), Maxf = 60000 RPM

Move Peak Move Bin Change Spectrum Waterfall Perspective

MAX
10MM

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INVOICE

Tom Whelan

Tel. 203-266-5300

Fax: 203-266-5140

12-16-2002

ref: tomw01

IRAN on Diemech M601D Turbine serial #:872010.

Dismantle, inspect and clean. Repair 7 blades on 1st stage shaft compressor. Repair 2 blades on 1st stage stator compressor. Repair inner combustion chamber. Nickel and ceramic coat inner combustion chamber. Repair outer combustion chamber stator and manifold locks. Repair fuel manifold and machine. Check rivets on outer combustion chamber. Repair stator, nickel and ceramic coat. Repair vanes on vane diffuser assembly. Repair 2 diffuser blades. Replace compressor turbine bearing. Assemble turbine shaft complete and balance. Compressor side 0.62 brought to 0.05 grams. Turbine side brought from 0.77 to 0.10 grams. Inspect power turbine and found satisfactory. Remove and sonic clean all screen filters. Replace oil filter. Dismantle, clean and inspect pressure and bypass valve. Assemble turbine complete. Dismantle, clean, inspect and fit blow off valve. Inspect starter generator and replace brushes. Change FCU. Test run 12-16-2002 on test stand for 2 hours.

Supplied 2 standard exhaust stacks and beta block.

Turbine 872010 & Prop 1765 both with IRAN

\$ 36,600.00

Adapt metric fittings to Imperial:

\$ 250.00

EPA can

\$ 100.00

Total:

\$ 36,950.00

We appreciate your business.!!

Diemech Turbines, Inc is not responsible for any damage due to transportation.

Diemech Turbines, Inc.



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INVOICE

Tom Whelan
Tel. 203-266-5300
Fax: 203-266-5140

12-16-2002
ref: tomw02

IRAN on Avia V508 propeller serial #:1765.

Dismantle, inspect and clean.
Replace all bearings.
Replace all seals.
Assemble.

EXPERIMENTAL USE ONLY

We appreciate your business.!!

Diemech Turbines, Inc is not responsible for any damage due to transportation.

V508D AIRCRAFT PROPELLER

Basic technical data

Number of blades:	3
Propeller diameter:	max. 99 in. (2500 mm)
Propeller type:	tractor
Direction of rotation:	clockwise (viewed from behind of the aircraft)
Type of operation:	constant speed, full feathering and reversing
Blade-pitch change operation:	Hydraulic, double acting
Maximum horsepower rating:	up to 750SHP (560 kW)
Maximum rated speed:	2080 RPM
Dry, rotating prop weight:	152 lbs (69 kg)
Propeller system accessories:	Governor, Overspeed governor, Auxiliary pump
Engine [SHP]:	Agrocultural aircraft with Walter M-601D engines
Aircraft:	LET L-410 UVP, PZL-106BT Turbo Kruk
TBO:	2000 hrs (AG version 1500 hrs)
Certification Bases:	FAR 35, BCAR-C5, L8/C
Type Certificates:	Czech Republic, Argentina, Spain, Poland (AG version)
Further propeller modifications	V 508D-AG is agricultural modification used with Ayres Turbo Trush and Fletcher FU-24 V 508D-2 is modification for Dornier DO-28



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Leach Sealed 200A Aircraft Contactors Relays, 28VDC NEW



Enlarge

Item condition: **New other (see details)**
Time left: **3h 18m 16s** (Jan 21, 2011 11:47:41 PST)

Quantity: **1** 12 available

Price: **Buy It Now**

Add to Watch list

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Returns: **7 day money back** | Read details

Shipping: **\$7.90 Expedited Shipping**
See more services | See all details
Estimated delivery within 3-4 business days

eBay Buyer Protection

eBay will cover your purchase price plus original shipping
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Seller Info

Top-rated seller
sherrodsurplus
(12386)

100% Positive feedback

Consistently receives highest buyers' ratings

Ships items quickly

Has earned a track record of excellent service

Ask a question

Save this seller

See other items

Visit store: **sherrodsurplus**

Other item info

Item number: **300516583104**

Item location: **Springfield, Tennessee 37172, United States**

Ships to: **Worldwide**

Payments: **PayPal, Visa/MasterCard, Amex, Discover**
See payment information

Share | Print | Report item

Description Shipping and payment Buying tips

Seller assumes all responsibility for this listing.

List updated on 11:50:24 AM PST, Jan 18, 2011 View all revisions

Item Specifics

Condition: **New other (see details):** A new, unused item with absolutely no signs of wear. The item may be missing the original packaging.
... Read more

Manufacturer Part Number: **7264-4654**

Part Type: **Relay**

Part Brand: **Leach**

Accessories Canopie

Pictures

ELECTRIC

Tail wheel

BRAKES

Flight controls

Walters 601D W+B

Subject: **Re: [stewart51] The S51 vs the North American P51**
1/1/2018 8:14:38 PM Eastern Standard Time
stewart51@yahoogroups.com
stewart51@yahoogroups.com

I have seen this one, very interesting!

On 1/1/2018, [stewart51] wrote:

The following is a letter I wrote by a former S51 pilot named Brad Hood. Brad bought a flying S51 from a builder named Bob White, who has since passed. This letter is several years old but is worth reading again.

I know most of you have not flown the new thing. For those still holding I can assure you that the Stewart is a very balanced and flies almost identically to the real thing I have read. Hearing rumors for this case, and Bob's Mustang didn't fly like I thought it would when I bought it. After a lot of tweaking, the end result has been an airplane that is so close to the real thing that it's hard for me to believe. I hope that is of some comfort to those still holding.

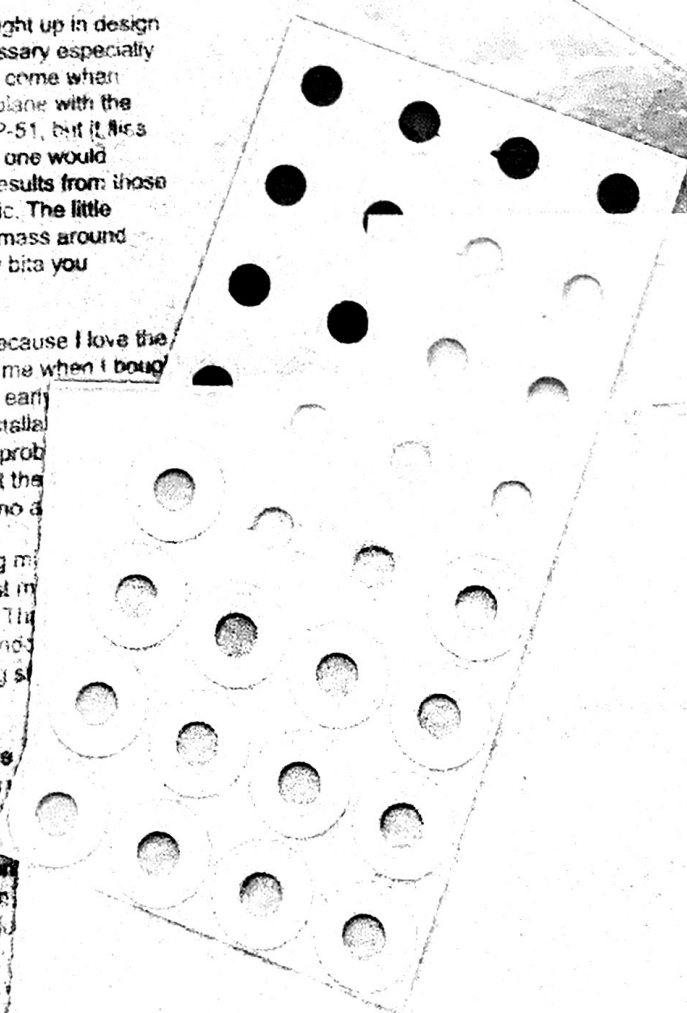
The reason the wing is this. We can all get caught up in design and engineering etc. This is all great and necessary especially those in the building stage. But.... The time will come when the airplane will fly and you must approach this airplane with the seriousness it deserves. It may be a scaled down P-51, but it flies and handles nearly identically to its big brother. No one would want to jump in a real P-51 and blasting off. Results from those who have tried in years past have been catastrophic. The little Mustang is still a Mustang!! It is heavy and throws mass around easily. Any lack of tailwheel expertise will inevitably bite you sooner or later.

I have every intention of staying with the group because I love the idea of us to do because of the geometry. Bob told me when I bought proper hardness following information from Jim early on but he elected to test everything again before installation. I had no reason to suspect gear problems early on. We took a good look at the landing gear for my own education. Inspection revealed no problems.

I don't want to comment too much on the landing gear. I have exceeded the design limits of the gear. Post in the exactly what gave, but the trunnion is effected. The gear and knowing what happened, they did a tremendous job and that is what happened here. Anything else would have had catastrophic consequences.

These are great little airplanes that I'm afraid have been let down if training enables us to just not surpass them.

Thanks for the photo. Owen, your Mustang really has to say with the photo is very true. I was convinced at how Jim Stewart could have scaled down the machine ever made by man and have it actually fly like a brother. If more people knew just how accurately the P-51 characteristics, I think the demand would be



specs

Walters 1017

Flight Controls

BRAKES

Engine
and
Prop

Paper
work

Master

(2)