

REPLACEMENT PARTS LIST - CONTRACT W535-AC-8131

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<u>Part No.</u>	<u>Part Name and Description</u>	<u>No.of Units</u>	<u>Unit Price</u>	<u>Total</u>
501054	Pin - 5/16 dia. x 17/32 long Slight cracks appeared on the crankcase main bearing dowel bosses. It was thought that these dowels were being forced down by hydraulic action and were replaced with a shorter dowel on all but No. 4 and 7 bearings.	10	.48	4.80
500619 500620	Bearing - crankshaft, right hand and left hand Intermediate In order to eliminate the forcing down of the dowels and to help support the outer rim of the bearing boss in the crankcase, new bearings were installed having a blind hole for the dowels and a 1/4 deep x 1/16 wide circumferential oil groove on the inside and no groove on the O.D.	10(halves)	9.34	93.40
501103	Stud 1/4-20; 1/4-28 x 1-7/32 Two studs for the camshaft housing covers in the right housing and three in the left became loosened. Replaced with oversize studs, no change.	6	.58	2.90
503843	Stud - 1/4x20; 1/4-28 x 1-9/32 shouldered Four studs on the supercharger discharge casing became loosened. Replaced with oversize studs, no change.	4	2.29	9.16
503680	Shaft - supercharger impeller The loosening of the impeller nut (see Progress Report 1-15-37) caused the splines on the shaft to become slightly worn. At this time they were chrome plated and re-ground to size to give the proper fit on the impeller. Repair present shaft.	1	7.12	7.12
503541	Sleeve starter drive shaft The lugs on the end of the sleeve were broken off. This is the second failure and was replaced with a new part having ten lugs instead of two.	1	35.72	35.72
503791	Carburetor The NA-F7C carburetor that has been used up to this time was exchanged for a later model to provide less drop at full throttle which will allow operation at a lower blower ratio. Exchanged a model NA-F7C for a model NA-F7F	1	175.00	175.00

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2-15-37

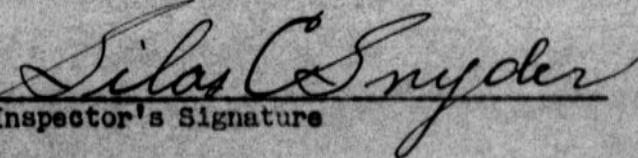
<u>Part No.</u>	<u>Part Name and Description</u>	<u>No. of Units</u>	<u>Unit Price</u>	<u>Total</u>
503736	Cover - camshaft housing One camshaft cover has a slight crack. This has been evident for some time but was of no consequence. A new cover of the same design was installed before the start of the endurance run.	1	124.06	124.06
Total of Replacement Parts List dated 2-15-37				\$452.16

RECAPITULATION

Replacement parts previously reported	\$6,833.37
Total of Replacement Parts List dated 2-15-37	452.16
Total Replacement Parts listed to date 2-15-37	\$7,285.53
Spare Parts Contract W535-AC-8131	
P.O. 37-1091 Invoiced 9-16-36	\$3,372.11
Spare Parts Contract W535-AC-9573	
P.O. 37-3057 Invoiced 1-9-37	\$2,457.13
Total Replacement Parts invoiced to date 2-15-37	5,829.24
Total Government liability to date, 2-15-37, over and above the amount specified in article 17, as provided for in paragraph #3d, Item 3 of Article 15, subject contract	\$1,456.29

AIR CORPS INSPECTOR'S CERTIFICATE

I certify that the articles listed on pages one and two of this report dated 2-15-37 were inspected and accepted by me in the quantities stated, and that they conform to the contract requirements for articles and parts used in the subject engine, and that the above replacement articles and parts were necessary for the continued operation of the subject engine.


Inspector's Signature

Procurement Inspector
U. S. Army Air Corps
Title and Rank

2-16-37
Date