



026-00-24C M24C MAINTENANCE MANUAL, Issue D
27th OCT 2011

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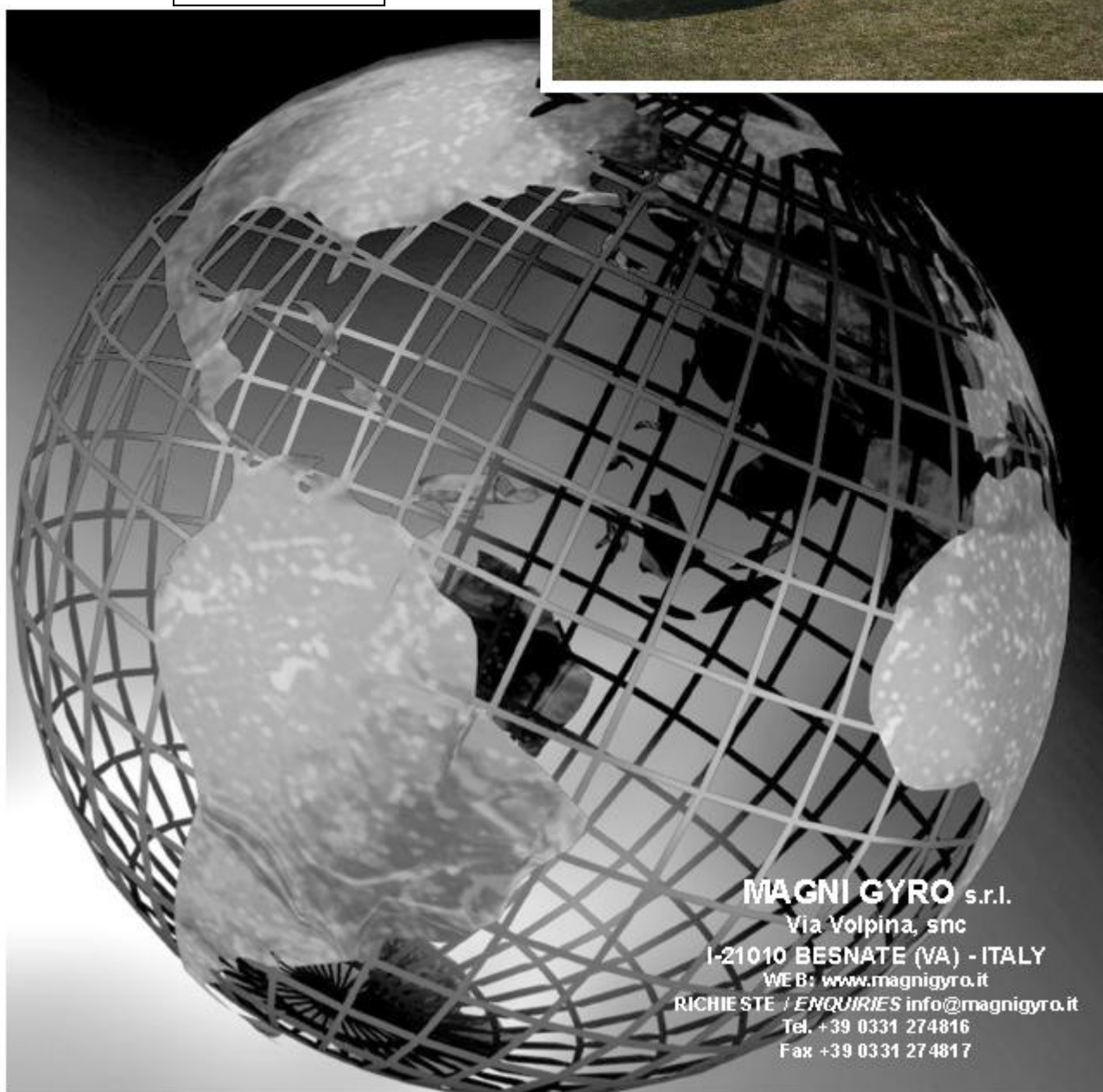
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**ORDINARY
MAINTENANCE
MANUAL
MAGNI M-24C
GYROPLANE
026-00-24C**

ISSUE D



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RECORD OF AMENDMENTS

This page (0-6) and subsequent amendment page (0-6-1 etc), will be reissued as necessary with each amendment list.

A copy of each Amendment List will be sent to the Registered Owner of each Aircraft.

It is the responsibility of the registered owner to insure that the amendments are incorporated in the Maintenance manual, that the superseded pages are removed and that the receipt form, enclosed with the Amendment List is signed and returned to Magni Gyro Srl.

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**WARNING:**

If the extraction of the pin is difficult, gently swing the door to allow the hinge to align correctly and facilitate the sliding out of the pin.

If it is difficult to grab the tip of the pin then carefully use long/extra long nose pliers.

3.19.3 CHECK OF THE LOCKS

The door locks must be checked every 100 hours as per the maintenance schedule.

1. verify the correct closing of the doors on their pins pn548 ; set the length of the pins of the doors if required, this is done screwing or unscrewing them as required;
2. verify that pins pn548 can easily slide in their seats pn549 fixed to the fuselage. If there is too much friction grease the system little with spay grease (Castrol Chain Lube Racing, or equivalent);
3. make sure there are is play in the movement of the outer lever pn634;
4. When locking the door there should be a stiffening of the lock action when in nears the end of its travel and before it is fully closed. This is intended to prevent unintentional opening of the door in flight or whilst taxiing.

If this does not happen then:

- a. unscrew the M5 bolt that secures the front rod end pn546;
- b. unscrew by a couple of turns the rod end pn546 (this will extend the length of the group rod547- rod end pn546 – locking pin pn548);
- c. tighten up the rod end;
- d. verify again the characteristics of the lock action and make sure they are as per point 4 above;.
- e. If the condition isn't satisfied repeat from a.

3.19.4 CHECK OF THE DOOR WARNING SYSTEM

1. Verify the correct functioning of the door warning system by following the specific checks outlined in the daily 'A' check documented in the flight manual and maintenance schedule;
2. If a faulty component is identified this should only be replaced by an authorised A3-7 engineer.
3. The switches located in the aft latching blocks are secured using Loctite 222 threadlocker. Upon removal and replacement the switches must be secured using the same locking medium to prevent inadvertent extraction of the switches under vibration.
4. The switches located under the locking handles are secured using the manufacturers supplied locking collar nut. Upon removal and replacement the locking nut should also be secured using Loctite 222 threadlocker to prevent movement under vibration.
5. The warning system is switched using a relay that is encased within a resin casting attached to the rotor tachometer. The relay can only be replaced by the full replacement of the rotor tachometer (Magni part number 723).

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