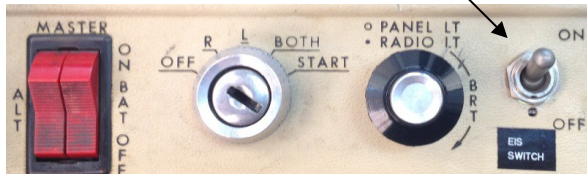


## ELECTRONIC MAGNETO POH SUPPLEMENT – SYSTEM OPERATION

An Electronic Ignition (EI) has been installed, replacing the LEFT Magneto in N67375.

The following is a brief summary of the normal and emergency operation of the electronic ignition.

A Toggle Switch (EIS SWITCH) has been installed as shown. It must be in the ON position for the EI to operate. We are leaving EIS Switch in the ON position, contrary to POH Supplement. This is not harmful to system.



### Starting

Start as normal per the checklist. If you experience difficulty in starting, check to make sure the EIS switch is ON.

### Mag Check

Due to the higher energy spark delivered to the left magneto, there will only be a slight drop in the L magneto; less than 50 rpm. The R magneto will be normal, less than 150 rpm drop. If L or R mag drop exceeds these limits, or the engine runs rough, most likely a mag has failed or the plugs are fouled. Do not fly and contact maintenance.

During the Mag check there will be a slight loss of both mags (as if you went to off position). This is normal. The reason is after testing Right Mag (Left is off) and switching back to Both, as you pass through the Left Mag (Right is Off) it takes less than a second for the EI to turn itself back on. So for that brief time Both Mags are Off. To minimize this momentary loss of power, perform the L/R Mag check as normal but go to Both as quickly as possible while testing each L/R Mag.

### Normal Operation

There will be no difference in normal operation, lean as normal for efficient operation.

### Loss of Electrical Power System

Unlike the conventional Mag's, if the electrical system fails and the battery drains, there will be no operation of the L magneto. The engine will be operating ONLY on the R mag. Readjust the mixture for smooth operation. Land as soon as possible and contact maintenance to have the problem corrected.

PLEASE READ THE COMPLETE POH SUPPLEMENT PRIOR TO YOUR FIRST FLIGHT WITH NEW SYSTEM.

**FAA APPROVED**

**AIRCRAFT FLIGHT MANUAL SUPPLEMENT**

For

**SYSTEM INSTALLATION**

Of

**EIS-41000 ELECTRONIC IGNITION SYSTEMS**

Registration No. \_\_\_\_\_

Serial No. \_\_\_\_\_

This supplement must be attached to the FAA approved Aircraft Flight Manual when the Electroair electronic ignition system has been installed per FAA STC #SA02987CH.

The information contained herein supplements or supersedes the basic Aircraft Flight Manual only in those areas listed. For limitations, procedures, and performance information not contained in this supplement, consult the basic Aircraft Flight Manual.

FAA APPROVED: Ronald D. M'Elroy  
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**Log of Revisions:**

Revision	Date of Revision	Description of Revision	Approved by	Date of Approval
00		Skipped		
01		Initial Release		
02				
03			Joseph Miess	07/05/2011
04			Joseph Miess	02/06/2012
05	03/12/2012		Joseph Miess	04/02/2012
06	03/14/2014	Updated for format changes made to the 6 cylinder AFMS	<i>RDM Elroy</i>	MAR 31 2014

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## Section 1: General:

This Aircraft Flight Manual Supplement contains the necessary information required for the operation of an electronic ignition system (EIS) as installed on 4 cylinder Continental A65, A75, C75, A80, C85, C90, O-200, and IO-240 series engines along with Lycoming O-235, O-290, O or IO-320, and O or IO-360 series engines.

### A. FUNCTIONAL OVERVIEW

The Electroair EIS-41000 Electronic Ignition System is a single magneto replacement. The aircraft is now equipped with an EIS-41000 and a single magneto; both units make up the dual ignition system. The EIS-41000 kit consists of the following components: Controller (EA-1000), Coil Pack (EA-2000), MAP Sensor (EA-5000), Spark Plug Wires (EA-4000), Wire Harness (EA-6000), and Trigger Mechanism (EA-3000).

The EIS-41000 Electronic Ignition System performs its function by delivering energy generated by the coil pack to each spark plug attached to the system. This high voltage from the coil pack (on the order of 70,000V), creates a high intensity, long duration spark which more effectively ignites a wide range of fuel/air mixtures inside of the cylinder. The EIS-41000 is also able to vary the ignition timing (spark event) during the combustion cycle so as to more closely have the peak pressure as a result of combustion occur at an optimal range for a piston engine. The adjustment of ignition timing is based on MAP inside the engine. The combination of a high energy spark and variable timing, the two principle differences between the EIS-41000 and a magneto, permits more an efficient operation of the engine.

The EIS-41000 is operated by DC power provided by the aircraft's power bus. There are two circuit protection devices used for the EIS-41000; reference table one for the type and size of the protection devices. These circuit protection devices are not normally accessed during flight.

The EIS-41000 is controlled by using the switch labeled "EIS". The EIS-41000 may be disabled by setting the switch labeled "EIS" to the OFF position. The pilot should familiarize him/herself with the location of the "EIS" before proceeding with the pre-flight checklist.

FUNCTION	IDENT	RATING	BUS	POWER SUPPLY
EA-1000 Power	EIS	2.0 AMP	Aircraft Power	12/24VDC
EA-2000 Power	EIS	10.0 AMP	Aircraft Power	12/24VDC

Table One: DC Circuit Protection

## **B. SYSTEM OPERATION**

Under normal operating conditions, the EIS-41000 Electronic Ignition System will be controlled by the flight crew in the same manner as the magneto that was previously installed. The AFM shall be updated by adding the task of turning ON the system (EIS) after the Master Switch is turned ON; and by turning OFF the system (EIS) prior to the Master Switch being turned OFF (reference Section 4: Normal Procedures for AFM updates). The AFM shall also be updated in the magneto trouble-shooting section to change wording to reflect the fact that an Electronic Ignition System has been installed (reference Section 3: Emergency/Abnormal Procedures for AFM updates).

## ***Section 2: Limitations:***

### **VOLTAGE**

System voltage to EIS-41000 shall be at least 8VDC, or EIS will not function.

### **PLACARDS**

Ignition system will be placarded in accordance with installation instructions, identifying the magneto and the EIS.

### ***Section 3: Emergency/Abnormal Procedures:***

#### ***Emergency Procedures***

No Change

#### ***Abnormal Procedures***

##### ***Alternator/Generator Failure:***

No Change

Note: It is important to take into consideration that the EIS-41000(s) will be drawing power from the aircraft's remaining power supply. For load shedding calculations, use the value of 0.75 Amps for what one EIS-41000 will draw. It is NOT recommended to load shed the EIS.

##### ***Problem: Rough running engine and/or high CHTs:***

Perform in-flight troubleshooting in accordance with POH. Determine if one of the ignition systems is bad and isolate the bad/suspected ignition system.

##### ***Problem: Severe loss in engine power and/or low CHTs, engine operating smoothly:***

Perform in-flight troubleshooting in accordance with POH. Determine if one of the ignition systems is bad and isolate the bad/suspected ignition system.



## **Section 4: Normal Procedures:**

### **I. Preflight:**

Update the POH to include turn "EIS-ON" after turn Master Switch ON.

### **II. Starting:**

#### **"EIS Switch – ON" Procedure:**

Verify the switch labeled "EIS" to the ON position.

### **III. Ignition Check:**

#### **Procedure, With Rotary or Key Switch:**

The ignition check shall be made at the same RPM as defined in the AFM.

Ignition switch to "BOTH" position  
Ignition switch to "R" position – Note RPM Drop \_\_\_\_\_  
Ignition switch to "BOTH"  
Ignition switch to "L" position – Note RPM Drop \_\_\_\_\_  
Ignition to "BOTH" position

Magneto RPM drop should not exceed the RPM defined in the AFM. EIS RPM drop is defined below. If there is a doubt concerning operation of the ignition systems, RPM checks at higher engine speeds will usually confirm whether a deficiency exists. At the end of the ignition check move ignition switch back to "BOTH" position.

#### **RPM Drops:**

Magneto – as defined in POH.  
EIS – 30-40 RPM max

***Procedure, With Standard or Rocker Switch:***

The ignition check shall be made at the same RPM as defined in the AFM.

Ignition BOTH ON

EIS OFF – Note RPM Drop \_\_\_\_\_

EIS ON

Magneto OFF – Note RPM Drop \_\_\_\_\_

Magneto ON

Magneto RPM drop should not exceed the RPM defined in the POH. EIS RPM drop is defined below. If there is a doubt concerning operation of the ignition systems, RPM checks at higher engine speeds will usually confirm whether a deficiency exists. At the end of the ignition check move ignition switches back to "ON" position.

***RPM Drops:***

Magneto – as defined in POH.

EIS – 30-40 RPM max

***IV. Takeoff:***

No Change

***V. Cruise:***

No Change

***VI. Descent:***

No Change

***VII. Landing:***

No Change

***VIII. Shutdown:***

***“EIS Switch – OFF” Procedure:***

In the POH, add turn the switch labeled "EIS" to the OFF position before turn Master Switch OFF.

***IX. Post-flight:***

No Change

***Section 5: Performance:***

No Changes

## ***Section 6: Weight and Balance:***

The installation of the EIS-41000 requires the removal of one Magneto and the installation of the six EIS-41000 components. This installation results in a change to the aircraft's weight and balance. A new weight and balance should be calculated for the aircraft after the installation of the EIS-41000(s). All future loading calculations should use the updated aircraft weight and balance. The individual EA part weights are below. NOTE: For the twin engine aircrafts the weight and balance must include the weights of both sets of EIS-41000 components.

1. EA-1000: 0.8 pounds (Controller)
2. EA-2000: 2.9 pounds (Coil Pack)
3. EA-3000: 1.5 pounds (Mag Timing Housing)
4. EA-4000: 1.1 pounds (Spark Plug Wires)
5. EA-5000: 0.4 pounds (MAP Sensor)
6. EA-6000: 0.8 pounds (Controller Wire Harness)

## ***Section 7: Glossary and Abbreviations:***

AD(s) – Airworthiness Directive(s)

AFM – Aircraft Flight Manual

AFMS – Aircraft Flight Manual Supplement

ALS – Aircraft Limitations Section

AML – Approved Model List

APU – Auxiliary Power Unit

BTDC – Before Top Dead Center

CFR – Code of Federal Regulations

CSTW – Crank Shaft Trigger Wheel

EIS – Electronic Ignition System

FAA – Federal Aviation Administration

Ignition Timing – is the process of setting the angle relative to piston position and crankshaft angular velocity that a spark will occur in the combustion chamber near the end of the compression stroke.

MAG – magneto

MAP – Manifold Absolute Pressure

May/Should – an optional requirement

MTH – Mag Timing Housing

Must/Shall – a mandatory requirement

RPM – Revolutions Per Minute

POH – Pilot's Operating Handbook

STC – Supplemental Type Certificate

TDC – Top Dead Center