

**smoking
airplanes**
smoke systems

Smoking Airplanes LLC

TURBINE ENGINE PRODUCTION QUESTIONNAIRE

Thank you for your interest in a Smoking Airplanes smoke system. In order to fulfill the order we will need information as listed on the following pages. After completion please scan and email to info@smokingairplanes.com. Any questions can be sent to the email address or we are available by telephone at 661-713-9050 from 9:00 AM to 5 PM PST Monday through Friday. If your aircraft has a piston engine please let us know by email so we can provide the correct production questionnaire (this questionnaire is for turbine aircraft only).

Our systems are installed in the USA under FAA-337 that can be completed by an inspection authorized airframe and power plant mechanic. There are examples of the FAA-337 on our web page. We have thousands of systems flying world wide including USA, Canada, European Union, Australia, New Zealand, South Africa and Asia to name a few. While requirements for approval vary by country, our customers have not encountered difficulty in getting the approvals needed. Please contact us with any further question related to this matter.

After receipt of the necessary information we will prepare and email an invoice that has an imbedded link that will allow for secure payment online by credit card. All major credit cards accepted, we do not accept PayPal. We also accept payment by wire transfer. If payment by wire transfer is preferred please let us know and wiring instructions will be provided.

Customer Name:

Company (if applicable):

Email:

Phone:

How Did You Hear About Smoking Airplanes:

SHIPPING ADDRESS

Street Address:

City:

State/Zip Code/Country:

AIRCRAFT INFORMATION

Make:

Model:

Voltage:

Engine Type:

855.378.0836

www.smokingairplanes.com



SMOKE SYSTEM INFORMATION

The Smoking Airplanes smoke systems are operationally the same with the difference being tank oil capacity. Any system that will fit in the proposed install location will work in the aircraft. The different sizes along with dimensions are available for review at www.smokingairplanes.com. Tanks can be manufactured in a horizontal or vertical configuration with the smoke oil pump mounted on the top of the tank or the side. A tank in the horizontal configuration is slightly wider and shorter with the vertical configuration slightly taller and narrower. An external fill is available for any of the tank configurations except the SA-101 (3.5 gallon) with the pump mounted on top of the tank. For a side mount pump the SA-101 is compatible with the external fill.

If a specific configuration is wanted for the pump, fill cap, external fill fitting (if applicable), vent and flop tube location we can usually accommodate the request provided function is not impaired and manufacture is feasible. We will require a basic sketch showing the requested location of the fittings etc. The sketch should show direction of flight.

Smoke System Required (VCAS, SA-101, SA-201, SA-301):

Horizontal or Vertical Tank Configuration:

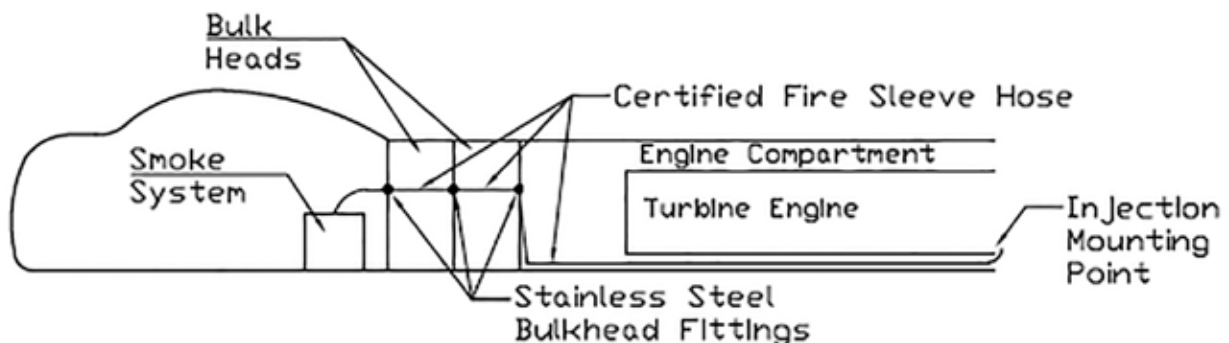
Side or Top Mount Pump:

External Fill (yes/no):

Proposed Smoke System Mounting Point in Aircraft:

MEASUREMENTS

Turbine powered aircraft require the use of certified (the certifications will be provided) fire sleeved hose when running through bulkheads or the engine compartment. This is necessary for both pressured and non-pressured aircraft for safety reasons. We do not recommend any other type of hose in this application. Presented below is a basic diagram (not drawn to scale) to assist in clarifying the needed measurements for the certified fire sleeved hose and locations of the stainless steel bulkhead fittings. After reviewing the diagram and explanation below please contact Smoking Airplanes if there are any questions.



In the above diagram the first leg of the smoke oil pressure hose from the smoke oil tank to the first bulkhead is aircraft grade rubber hose and is included in the price of the base system. The aircraft grade rubber hose connects to the first stainless steel bulkhead fitting on the cockpit side. The next run of hose is the certified fire sleeved hose running from the first bulkhead fitting to the second. We will require the exact measurement of each run of certified fire sleeved hose passing through the bulk heads on the way to the engine compartment. From the engine side of the engine compartment we will need the measurement from the stainless steel bulkhead fitting to the injector mounting point at the back of the engine. The measurements of each run of certified fire sleeved hose should follow the actual route the hose will follow. For the above install, three stainless steel bulkhead fittings will be required along with three runs of certified fire sleeved hose. Once we receive the measurements for the certified fire sleeved hose we can provide an exact price. The stainless steel bulkhead fittings are available in straight and 90 degree configuration. Please specify what is required. While one straight (additional charge if a 90 degree fitting is substituted for the included straight fitting) stainless steel bulkhead fitting is included with the base kit there is additional charge for each additional fitting needed.

The above diagram is for illustration purposes only. If your aircraft has more or less bulkheads needed to be traversed by the certified fire sleeved hose more or less stainless steel bulk head fittings will be needed along with runs of certified fire sleeved hose. By way of example, if only one bulkhead was traversed on the way to the engine compartment two stainless steel bulkhead fittings would be required and two runs of certified fire sleeved, one run through the bulkhead and the next run through the engine compartment to the injector mounting point at the back of the engine.

While the requirements may vary aircraft to aircraft the methodology for measuring is still the same as that in the diagram.

For a turbo prop or helicopter the injector is mounted in the exhaust pipe right after the turbine. Smoking Airplanes will provide the appropriate size clamp system to secure the injector to the exhaust pipe. The clamping system is included in the turbo prop upgrade.

Distance From Smoke System Mounting Point to First Bulkhead:
(measurement should follow route aircraft grade rubber smoke oil hose will run)

If Pump Will Not Be Mounted on the Tank Distance From Tank to Pump:
(measurement should follow route aircraft grade rubber smoke oil hose will run)

If Pump Will Not Be Mounted on the Tank Distance From Pump to First Bulkhead:
(measurement should follow route aircraft grade rubber smoke oil hose will run)

Measurements Through Bulkheads and Engine Compartment:
(measurement should follow route certified fire sleeved hose will be run)

- 1.
- 2.
- 3.
- 4.

For Turbo Prop or Helicopter Diameter of Exhaust Pipe at Proposed Injector Mounting Point:

Distance From Tank to Proposed External Fill Mounting Point (if applicable):

CUSTOMER COMMENTS

Please list any additional comments related to your aircraft or smoke system.

855.378.0836

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