

65. Maintenance.—If any one of the three units of this page becomes inoperative, it is necessary to remove and replace the entire assembly. Maintenance procedure for the units in this page is the same as that described for individual pages.



A. Speed unit.

B. Speed unit.

Figure 14.—Engine speed unit.

Section XI

CHRONOMETRIC TACHOMETERS

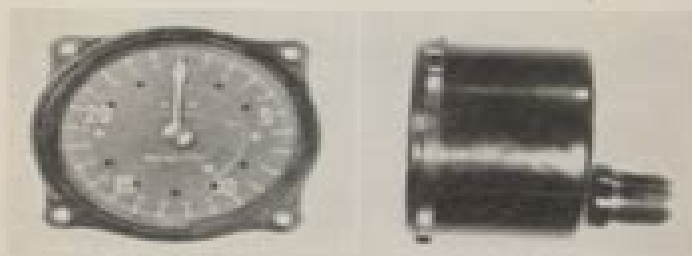
Propeller and unit	Temperature
Chronometric	40
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66. Purpose and use.—a. Chronometric tachometers are used in airplanes to measure the speed of the engine crankshaft. All standard types of this instrument are calibrated in revolutions per minute. The chronometric tachometer is very rugged, extremely accurate, and gives long periods of service with a minimum of maintenance and repair. However, its use is limited to single-engine airplanes because it is dash-driven. Satisfactory operation results when the dash length exceeds 20 feet or when the dash must have an excessive lateral and vertical travel.

b. With the advent and use of adjustable pitch and constant speed propellers, actual use of the tachometer are limited to the determination of the propeller speed. When using constant speed types of propellers, the instrument is used to check operation of propeller governors and controls during take-off and during variable altitude and density conditions. When using adjustable types of propellers,

the tachometer is used as a check when the propeller is changed from low to high pitch, or vice versa.

67. Description.—a. Standard types of chronometric tachometers (Fig. 15) have a range of 0 to 3,000 rpm. All types are designed to be driven at one-half crankshaft speed, and are provided with a reversing mechanism to prevent damage due to engine kick-back. This mechanism also makes it possible for the drive unit to be driven either clockwise or counterclockwise. Since direction of rotation is optional, this feature need not be considered when connecting the instruments with the engine. The later types of chronometric tachometers are provided with two-piece cases, a 3 volt individual light, and a drive shaft "take-off" nipple which is located in the back of the case. The latter feature eliminates the necessity of having a 90° bend in the shaft.



A. Tachometer.

B. Tachometer.

Figure 15.—Chronometric tachometer.

b. The mechanism of the chronometric tachometer (Fig. 16) consists of the following four principal parts:

- (1) The driving mechanism A which takes the power from the flexible shaft and transmits it to the power plate.
- (2) The power plate B which furnishes the power for driving the watch mechanism, counting mechanism, and synchronizing cases which time the action of the counting mechanism.
- (3) The watch mechanism C which times the action of the synchronizing cases.
- (4) The counting mechanism D which counts the revolutions transmitted to it during periods of 1 second each and indicates the results on the instrument dial.

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