



National Aeronca Association Bulletin Board

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New STC for Safe Start Starter A65 / A75

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Author

Message

Mikek

Post subject: New STC for Safe Start Starter A65 / A75

Posted: Sun Aug 10, 2008 20:0



Joined: Sat Nov 13, 2004
19:13
Posts: 485
Location: Yellow Springs,
Ohio 45387 [30H0]

Got this from a list not sure where anymore but got this back after emailing them:

Starter for the A65 / A75 and other non electrical engines?

My name is Mike Hamp with Hamp Aircraft Service in Elwell, MI. I thought you might be interested in our new STC#SA02604CH Safe Start Starter Systems for 65 continental starter.

It is approved for Taylorcraft, Piper cub, Champ and Luscombe. Our system operates with a 18v cordless drill mounted on the firewall to a ring gear installed behind the propeller. To start, just pull the T-handle starting cable mounted in the cabin.

At this time it must be installed by Hamp Aircraft Service, we have a PMA pending. The cost for the starter will be \$1850.00 + tax and installation. If you have any questions please feel free to call Harold Hamp anytime at or email hampaircraft@aol.com

Sounds very nice, would you have any pictures you could share I have two champs one with a A65-8 the other has a A75-8 both with taper shaft. You state its for the A6 will you also be getting it for the A75 & A85 non electrical types??

Again would like to see a picture or sketch of install, sounds like the Drill is mounted to the firewall inside the cowl with some type of flex shaft up to the front of engine with a gear clutch (Bendix) to engage into the ring gear??

Sounds like you have something here, hope you can cover the small engines with out electrical systems.

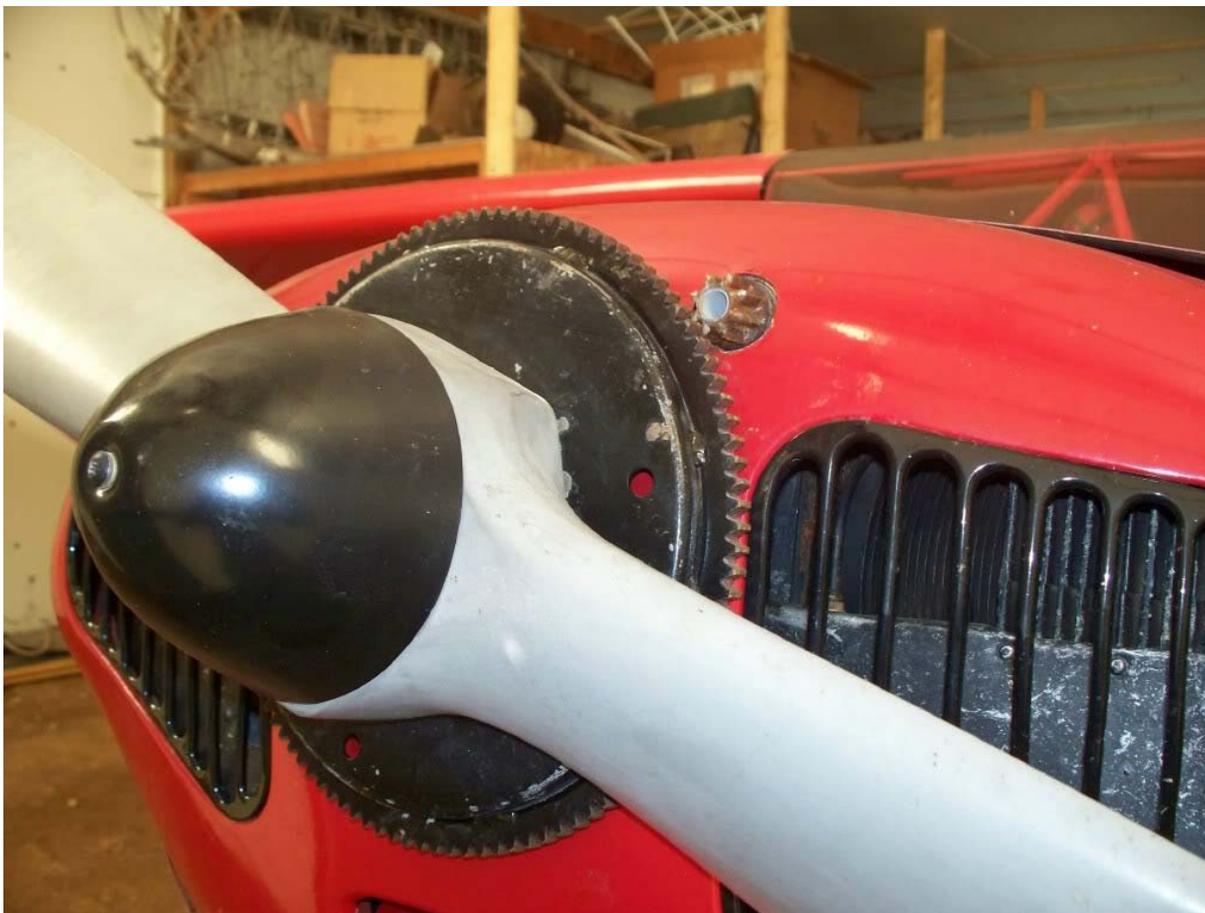
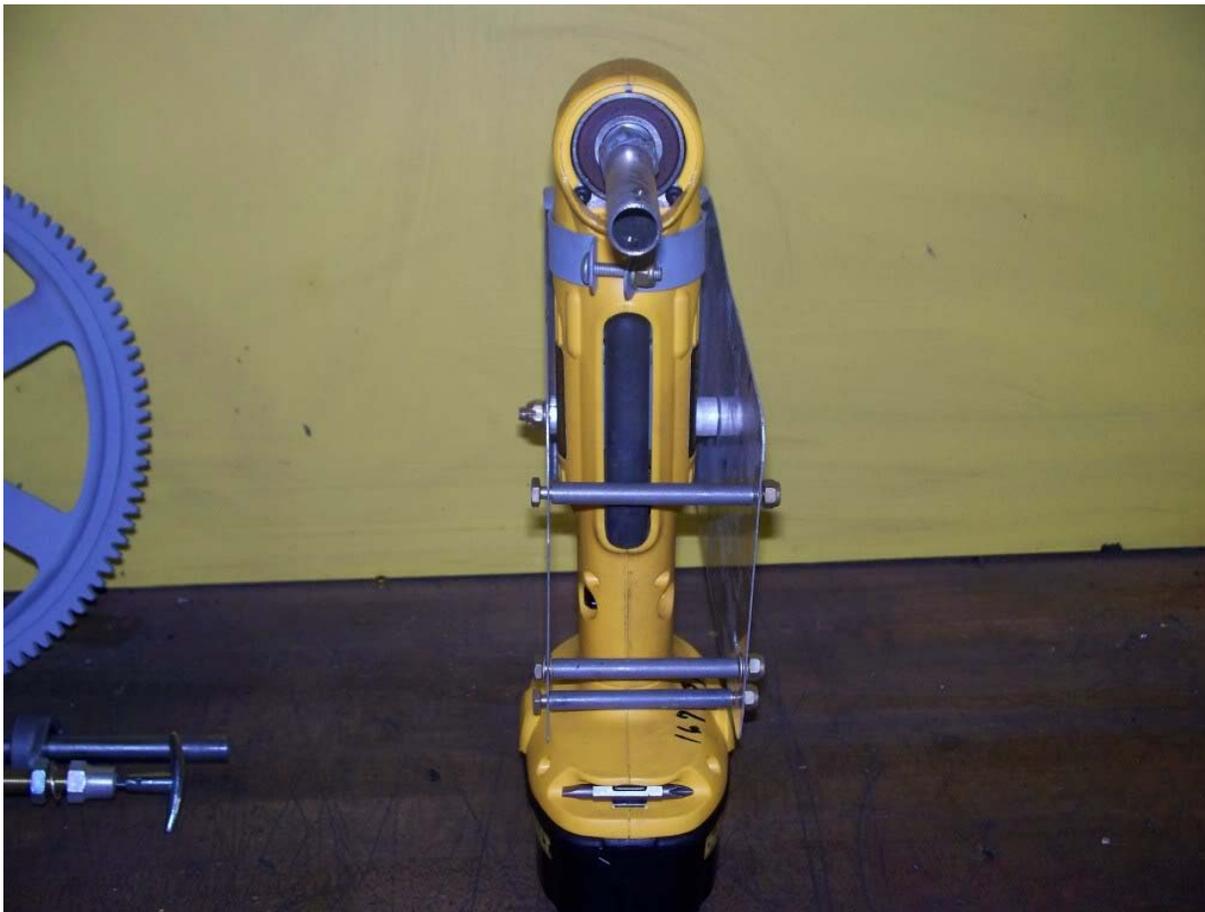
Thanks

Mike Knemeyer
Dayton, Ohio
mknemeyer@gmail.com

STC# SA02604CH Hamp Aircraft Service in Elwell, MI

At present they are the only one that can install working on a kit that can be installed by A&P.









Mike Knemeyer

1410 Meadow Lane
Yellow Springs, Ohio 45387

3oh0
N83348 7AC-2015
N82146 7AC-772

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SFC Hiatt

Post subject: Wow

Posted: Mon Aug 11, 2008 15:25



I might consider this option if I catch an IED on my next trip overseas and come back minus both arms. Otherwise this thing is ridiculous!

Joined: Fri Feb 03, 2006
12:23
Posts: 389
Location: Ponca City,
Oklahoma

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joea

Post subject:

Posted: Mon Aug 11, 2008 21:12

Site Admin



Chris,

First you will come back fine but if you need help, one of us will be glad to help prop the plane for you.

I agree and that thing looks hokie and I am from the Ozarks and grew up on "shade tree engineering" with many things. My other heartburn with the unit is that the geared wheel or ring will not be covered up by most spinners so you have that thing hanging out in the front.

Joined: Thu Nov 11, 2004
11:01
Posts: 3813
Location: Phoenix Arizona

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Roger Anderson

Post subject:

Posted: Tue Aug 12, 2008 11:39

Joined: Tue Nov 23, 2004
20:22
Posts: 287
Location: Murfreesboro, Tn.

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MikeB

Post subject:

Posted: Tue Aug 12, 2008 12:28



Joined: Wed Nov 17, 2004
15:07
Posts: 1531
Location: Wisconsin

Hmmm! Somehow I can't see this getting past the approval process 😊.

Mike

"FREE SKIES FOREVER"
Wisconsin Airport 3WN9
1946 Champ N83688,
1947 L16A "Working on it!"

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Mikek



Joined: Sat Nov 13, 2004
19:13
Posts: 485
Location: Yellow Springs,
Ohio 45387 [3OH0]

Post subject:

Posted: Tue Aug 12, 2008 14:00

mikeberg/wi wrote:

Hmmm! Somehow I can't see this getting past the approval process 😊.

Mike

Same here but he did get an STC for it

mike k

Mike Knemeyer

1410 Meadow Lane
Yellow Springs, Ohio 45387

3oh0
N83348 7AC-2015
N82146 7AC-772

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MikeB



Joined: Wed Nov 17, 2004
15:07
Posts: 1531
Location: Wisconsin

Post subject:

Posted: Tue Aug 12, 2008 15:07

I will say that was one of my concerns when I was getting ready to leave Oshkosh (finding someone to prop my Champ). There was nothing to tie down to and I didn't want to just chock it for safety reasons. I was lucky enough to run into someone who had flown a Citabria and at least I felt comfortable enough to have him sit in the seat and hold the brakes while I propped it.

As Joe said, the ring gear on the nose would be enough to turn me off, but who am I to argue with success 😊.

Mike Berg

"FREE SKIES FOREVER"
Wisconsin Airport 3WN9
1946 Champ N83688,
1947 L16A "Working on it!"

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joea

Site Admin



Joined: Thu Nov 11, 2004
11:01
Posts: 3813
Location: Phoenix Arizona

Post subject:

Posted: Tue Aug 12, 2008 15:19

Mikek wrote:

mikeberg/wi wrote:

Hmmm! Somehow I can't see this getting past the approval process 😊.

Mike

Same here but he did get an STC for it

mike k

Course so did Buzz in North Dakota and not sure that I would want my name on many of those parts! 😊

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MikeB



Joined: Wed Nov 17, 2004
15:07
Posts: 1531

Post subject:

Posted: Tue Aug 12, 2008 18:58

Just bought the 0200 STC for my L16 from Buzz.....interesting 😊 to say the least. Now \$250 by the way..

Mike Berg

"FREE SKIES FOREVER"

Location: WisconsinWisconsin Airport 3WN9
1946 Champ N83688,
1947 L16A "Working on it!"[Top](#)**jim_spee****Post subject:** A-65 starter**Posted:** Thu Aug 14, 2008 10:00**Joined:** Thu Apr 06, 2006
10:51
Posts: 9
Location: Redlands, CA

I think it's brilliant! Just add a cowl bump and spinner a la McDowell equipped Chiefs and you have it made!

How much does it weigh?

Jim Spee

Jim Spee
N81724
7AC 7DC Conversion
Hangar 44, Redlands Municipal Airport REI
7EC 7GC Conversion
Flabob Airport RIR[Top](#)**joea****Post subject:****Posted:** Thu Aug 14, 2008 10:28

Site Admin

**Joined:** Thu Nov 11, 2004
11:01
Posts: 3813
Location: Phoenix Arizona

Jim,

Do not believe that a McDowell style prop spinner would cover that gear. It appears to be too big around, so you are stuck with that thing flapping around all the time.

Joe

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