

AVIO - DIEPEN

HOLLAND

1948 - 1984

Ter gelegenheid van de pensionering van de heer
Th.J. van der Steenstraten, d.d. 19 december 1984 is deze brochure
van 1948, één der eerste van AVIO-DIEPEN, gedeeltelijk herdrukt.
De aanvulling in de Nederlandse taal werd gemaakt met het personeel
der vrouwelijke kunne op die datum in dienst van AVIO-DIEPEN BV.

Ypenburg, 19 december 1984

A V I O - D I E P E N N.V.
Industrial- & Trading Compagny

Ypenburg-Airport

THE HAGUE

Tel.: 118440

P R E F A C E.

-0-0-0-0-0-0-

Here is your copy of our condensed catalogue, giving a listing of the aircraft-equipment, with which we can be of immediate service to you. Most of the material summarized are kept in stock (new and used), inspected and ready for immediate installation, or shipment. Naturally our possibilities for the supply of aircraft equipment are comprising more than we can show you in this booklet, which in fact only pretends to be a small primer edition of our catalogue in preparation.

We are entirely at your disposal for everything you need in the aviation field and for the very best in aviation service.

Our staff and our equipment is built around your needs and we are ready at all times to discuss with you any aviation problem you may have.

Industrial- & Trading Company
AVIO-DIEPEN N.V.

TECHNICAL SERVICING DEPT.

Our skilled and experienced technicians and well-equipped workshops offer you dependable workmanship and full service in the field of civil-aviation.

Maintenance, revision and complete overhaul of airplanes, aircraft-engines, pumps, generators, starters, carburettors, governors, voltage-regulators, magnetos, wooden- & metal propellers, etc.

Full authorized CAA Inspection Department.

Sole-manufacturers in the Netherlands of wooden airscrews.

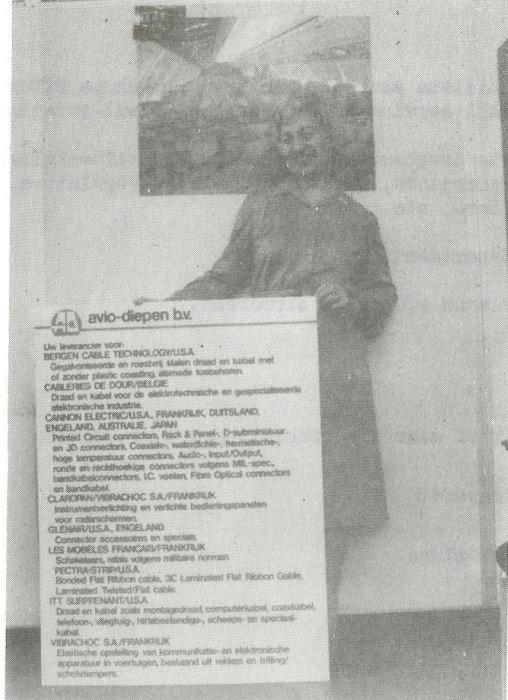
RADIO TECHNICAL DEPT.

Installation, control and repair of aircraft-transmitters & -receivers.

Complete electrical outfit of aircraft.

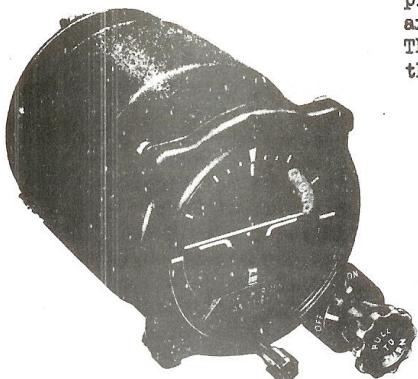
Testing of ignition-systems, spark-plugs.

ONZE VERTEGENWOORDIGINGEN



Een grote lijst representaties kan het beste getoond worden door de directie-secretaresse. Paula kent de directeuren en vertegenwoordigers dezer gerenomeerde firma's persoonlijk. Algemene zaken betreffende onze vertegenwoordigingen worden door Paula reeds jaar en dag behartigd. Zij is uw eerste contact met ons.

THE GYRO-HORIZON INDICATOR, Sperry (AN 5736-1) is an aircraft flight instrument, that provides the pilot with a constant visual indication of the airplane's attitude, about the lateral and longitudinal axes, relative to the earth. This reference is very much the same as, and takes the place of, the natural horizon.

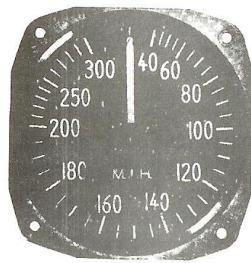


VERTICAL SPEED INDICATOR or " CLIMB " INDICATOR (type A.N.5825-1) as it is frequently called, indicates the rate of change of the altitude of an airplane. It is used both as an aid to maintaining level flight and to indicate the correct speed of ascent or descent in taking off, landing or traveling through an overcast. The Vertical Speed Indicator operates with a connection to the static line of a pitot-static tube.

DE TELEFOONCENTRALE



De telefoonverbindingen, mondial, deze worden door onze Miep verzorgd. Tijdsverschillen tussen werelddelen, landnummers, kengettallen en relaties overal, dat verzorgt Miep. Italiaans georiënteerd, houdend van natuur en vakantie, ziedaar de liefhebberijen van onze centraliste - telefoniste= receptioniste.



AIR SPEED INDICATOR, Kollsman (type C.-14) is a high standard Air Speed Indicator designed for use under instruments flying where accuracy throughout the full range is required under varying temperature conditions. Air speed pitot pressure is obtained for the Air Speed Indicator by means of a pitot-static tube connected to the indicator mechanism. Individual calibration, seasoned diaphragms, hardened steel pivots, jewel bearings and correction for temperature effect on the mechanism insure the lasting accuracy of this instrument.

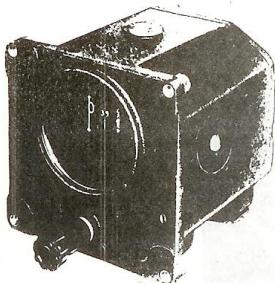


SENSITIVE ALTIMETER, Kollsman, (type 671-Bu-010). Extremely accurate, an open scale with 20 ft. graduations and an altitude range of 50.000 ft. This altimeter has a settable barometer scale as well as setting the corresponding pressure altitude. The Sensitive Altimeter has full range compensation and maintains its accuracy within close limits throughout the full operational range of the instrument at temperature range from -35° tot + 45°C. Compensators attached to diaphragm counteract the effects of abnormal temperatures on the mechanism. Dial and pointers are radioactive luminous. Fits standard 31/8" mounting.

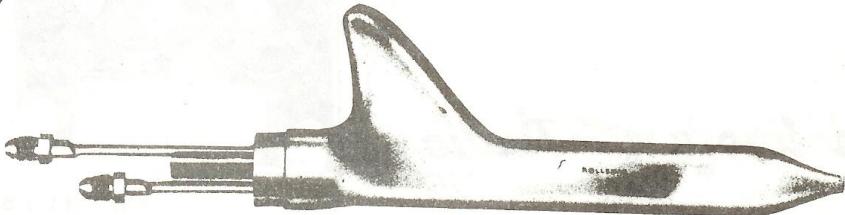
DE TELEXKAMER



Onze verbinding met de gehele wereld loopt via onze telexapparaten. Echter zonder onze Karin en Marjan gaat het eenvoudig niet!. Kilometers berichten worden jaarlijks verwerkt. Zonder hun snelle reflexen en uitgekiende lijnen zouden wij niet kunnen opereren. Zij behandelen uw mededelingen op discrete en correcte wijze.



THE DIRECTIONAL GYRO, Sperry (type AN 5735-1) is a fixed indicator of direction for flying straight courses and for making precise turns. It is entirely free from magnetic disturbances and does not lag, oscillate or run ahead. It gives the pilot a reliable fix within the airplane regardless of rough air, turns, banks, glides or climbs thereby becoming an important part of the instrument flight group. Sperry Directional Gyros are built with the utmost precision to insure long life and smooth, accurate operation.



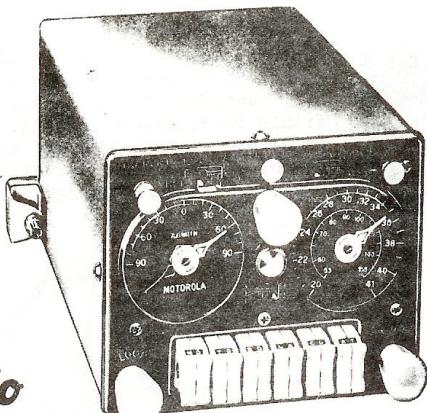
Kollsman Electrically Heated PITOT-STATIC TUBES are specially designed streamlined tubes with heating elements which assure the accurate and continuous transmission of pitot and static pressure to the Air Speed Indicator, Altimeter and Vertical Speed Indicator under all flight conditions. The special construction of hermetically sealed heating elements within a heat conductive copper shell provides for the strong internal application of heat and prevents the formation of ice on the tube in spite of the most severe icing conditions. An electrically heated pitot-static tube is a CAA requirement for all Airline Passenger Carriers.

Motorola "AVIGATOR"

Motorola Push-Button AVIGATOR **Radio**

IS THE COMPLETE 5-WAY AIRPLANE
RADIO COMMUNICATIONS SYSTEM

1. Range and Beam Receiver
2. Entertainment Broadcast Receiver
3. 75 mc. Marker Beacon Receiver
4. 3105 kc. Transmitter
5. Rotatable Loop Direction Finder



IMPORTANT FEATURES

TRANSMITTER — RECEIVER — POWER SUPPLY IN ONE COMPACT UNIT
— A single, self-contained transmitter, receiver and power supply unit providing all the features normally found only on airliners and usually requiring several bulky containers. Weighs only 12 lbs., 15 ozs, and measures 4 3/4" x 6" x 9 1/2" deep.

POWERFUL 10 WATT TRANSMITTER — 2 CONTROLS — This powerful transmitter with an output of 10 watts is more than sufficient to meet all instrument flight requirements. Range of transmitter is approximately 25 to 50 miles, depending on altitude and weather conditions. Frequency 3105 kc. Transmitter may be controlled remotely by the push-button on the wheel- or manually by the push-to-talk button on the set.

TWO POWER OUTPUTS — RANGE 300 MILES — 100 volts for receiving, 300 volts for transmitting. The receiver offers top-fidelity reception up to range of 300 miles.

THREE BAND RECEPTION — DIAL LIGHT CONTROL.

THE BEACON (OR BEAM) BAND — The receiver covers 200-410 kc., making possible airway beam reception.

THE MARKER BAND — Reception of the 75-megacycle marker stations is provided so that pilot can determine "spot locations" through use of both "fan" and "Z" markers operating on most airways.

THE BROADCAST BAND — The broadcast band serves a twin purpose for the itinerant flyer: 1. It is used for homing by an aural null when off airways in conjunction with the rotatable tear-drop loop. Coverage — 535-1620 kc. 2. It is a source of entertainment, receiving all the regular entertainment or standard-broadcast programs.

BEAM AND 75 MC MARKER MAY BE RECEIVED CONCURRENTLY.

LOUDSPEAKER OR EARPHONE RECEPTION ON ALL THREE BANDS.

AUTOMATIC VOLUME CONTROL — The "AVC" switch puts the receiver in automatic volume control, making it unnecessary to continually readjust volume control when taxiing or circling a control tower.

PUSH-BUTTON TUNING — Navigate by push-button. Pre-set the frequencies on your six push-buttons before you take off, and from then on a touch of your finger brings in the station . . . without having to remember the frequencies.

PUSH-BUTTONS MAY BE RESET IN FLIGHT — Resetting is accomplished with one hand by merely rotating disks which contain the entire alphabet.

AUTOMATIC REELING ANTENNA — Mounted on a guide rail device inside the fuselage, the antenna is reeled out or in automatically after the take-off or before landing. At cruising speed the wind cone extends the antenna wire to its proper length and AUTOMATICALLY RETRACTS AND RETUNES when the plane reaches minimum gliding speed.

CHANGE FROM ONE ANTENNA TO ANOTHER WHILE IN FLIGHT — The antenna position, by means of a concurrent slide switch, gives you the choice of a long or short antenna.

DIRECTION FINDING LOOP — The directional loop in the tear-drop design housing is remotely controlled from the radio set panel. It is statically shielded, and rotated by means of a 15-foot flexible shaft. An azimuth indicator on the radio panel indicates the direction in which the loop is pointing.

LIP-MICROPHONE AND HEADPHONES A SINGLE UNIT.

INTERPHONE SYSTEM — Interphone communications may be conducted concurrently with other reception without pushing a button or throwing a switch. Pilot may disconnect intercom at his discretion. Interphone is automatically disconnected when transmitter is being used.

EASE OF MAINTENANCE — The Push-Button AVIGATOR employs the new high-frequency midget cathode type receiving tubes. These are standard 12-volt tubes designed for AC-DC home receivers, and are available in any radio repair station. The chassis of the AVIGATOR may be pulled out of the housing like a drawer — without the use of tools.

LOW BATTERY DRAIN — A standard light plane battery is satisfactory for operation. At 12 volts, only 2.25 amperes are drawn for the receiver. A neon-glow bulb on the antenna loading coil indicates when the transmitter power is "on."

FITS AND MATCHES THE PLANE YOU'RE FLYING — The Transmitter-Power Supply-Receiver unit can be installed in the glove compartment of your plane with a control panel that will match the interior appointments.

A & M INSTRUMENT INC.

Electronica en instrumenten

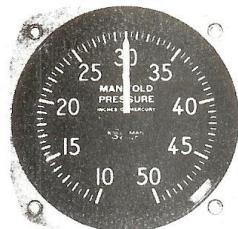


Volts, Amperes, cycles per second, dat is de taal van de 2 junioren van Avio-Diepen BV. Als volleerd exposeren de dames instrumenten van "A & M Instrument Inc." en volgens de laatste Nato standaard!. Voor instrumenten zullen Monique en Marian u graag alle gewenste inlichtingen verstrekken. Wat zijn ze mooi!.

Hun Hobby, als u geïnteresseerd bent, Ballet!.



ENGINE GAUGE UNIT, Airomarine B-7 combines three indicating units, thermometer, oil pressure gauge and fuel pressure gauge, in one case. As these three engine instruments are ordinarily read together, they be quickly and easily checked when grouped in one case. The scales are so arranged that with normal operating conditions, the three pointers form an inverted "T", thus any change from this normal position is immediately apparent.



MANIFOLD PRESSURE GAGES, Kollsman,(type 1625 D-01) give an accurate indication of the absolute pressure in the intake manifold of the aircraft engine. This gages are important on any aircraft where any methode exists for varying manifold pressure seperately from the throttle. This includes those engines with controllable pitch or constant speed propellers and those with adjustable super-chargers (altitude engines)



SUCTION GAGES (Kollsman) type 2650-A gives a continuous indication in inches of mercury of the suction being generated in a system. Kollsman Suction Gages are more sensitive than usual instruments of this type due to the use of a sensitive diaphragme as the actuating mechanism instead of the usual suction gages.

COSMODYNE

Pompen voor cryogene gassen



Direct en indirect gedreven pompen. Voor het verplaatsen van vloeistoffen van minus - 172° Celcius zijn deze speciale pompen ontworpen, en in aluminium en brons uitgevoerd. De assemblage en het groot onderhoud van deze precaire accessoires vindt plaats in eigen beheer, terwijl een ruime voorraad reservedelen door de liefelijke dames wordt beheerd. "Wendt u tot ons in tijden van crises": zeggen Peggy, Corinne en Patty.

ADVANCED DESIGN FEATURES OF THE AEROMATIC PROPELLER

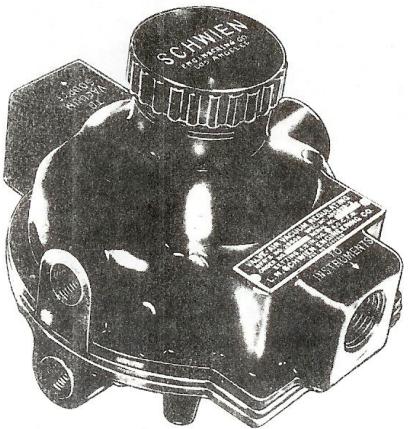
- **DEPENDABILITY**—under all conditions is assured by the exclusive use of natural forces for pitch change. Mechanical complication of pitch control devices is entirely avoided.
- **SIMPLICITY**—afforded by absence of controls eliminates engine or airplane modifications and standard attaching parts make installation straightforward.
- **SINGLE PIECE HUB**—of chrome-nickel-moly steel prevents distortion and maintenance difficulties. Retaining ring replaces threaded nut for blade retention, reducing hub weight considerably.
- **THIN LAMINATION BLADES**—with resin bonding maintain stability against warpage and have greater strength than any natural wood blade. Uniformity of blades and simple retention afford easy field replacement.
- **AEROLOID PLASTIC**—covers the laminated wood blades, providing maximum protection against abrasion and moisture absorption. Pressure molding of the AEROLOID sheet assures a positive seal to the blade.
- **EXTERNAL ADJUSTMENTS**—for limits of pitch range, balance, and lubrication are provided. Adjustment of counterweights for particular airplane-engine combinations are also made externally.
- **FULLY ENCLOSED HUB**—is sealed against moisture and foreign particles, thus insuring freedom from any restriction of pitch change or loss of lubricant.

VIBRACHOC

Trillingsdempers

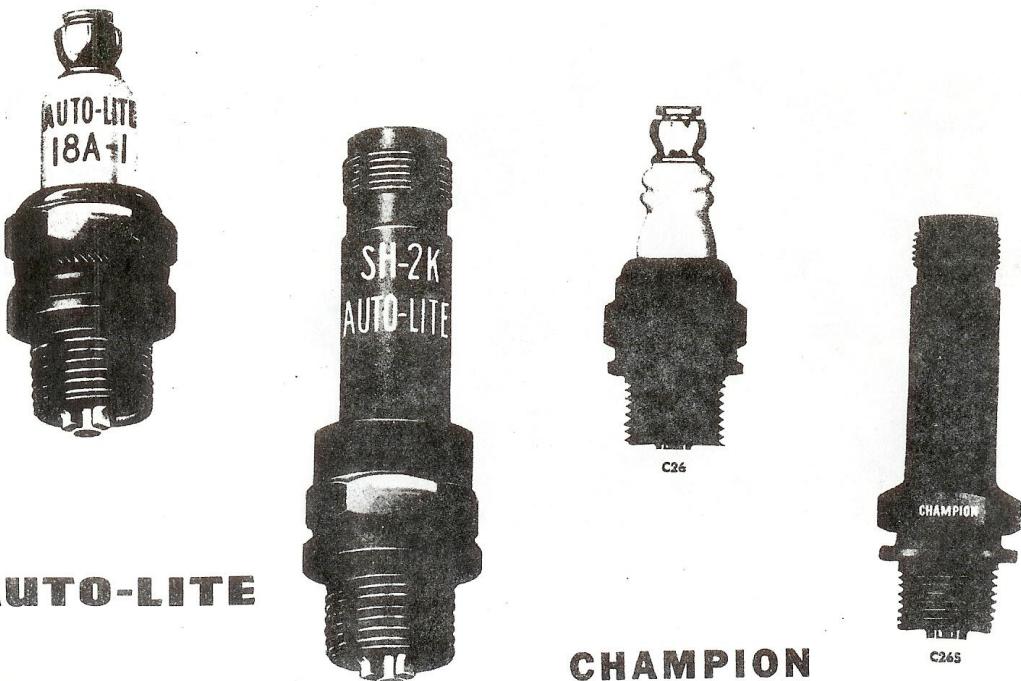


Trillingen - schokken, vibratie in het algemeen kunnen objecten, gebouwen, treinen, schepen en vliegtuigen ruïneren, "Vibrachoc" voorkomt dit. Booreilanden en pijpenleggers worden er mee uitgerust. Onze Bep heeft de voorraad. Bij haar klopt u aan voor prijzen, tevertijden en een vriendelijk woord.



The function of the AIR VACUUM REGULATING VALVE, Schwien (type A N 5828-3) is to provide a constant flow of air at closely regulated pressures from a varying vacuum source. The Vacuum Regulating is a throttle valve, the armature of which operates in an equilibrium position for a given set of port vacuum values. A change to a new set of values for port vacuums is followed by a new equilibrium position of the armature.

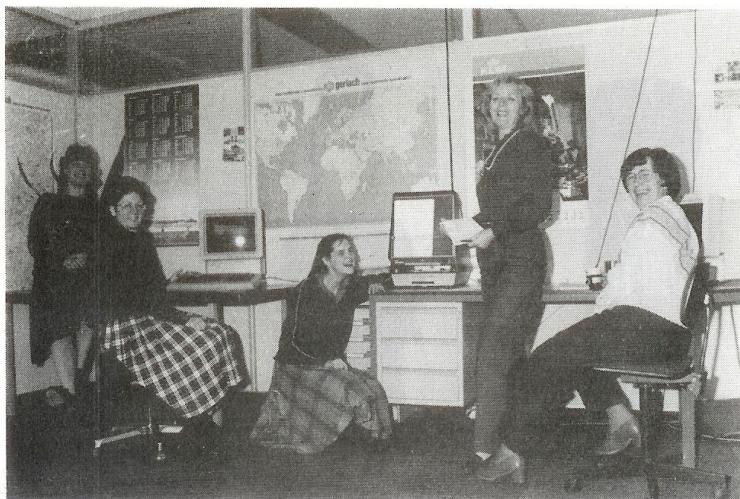
The armature is urged to open the port by a helical spring, being opposed in this motion by the differential air pressure on a large flexible diaphragm. The armature operates with a very slight clearance from the valve housing and thus avoids objectionable friction. Close regulation is achieved by obtaining a large amount of valve opening with a minimum compression of a low constant spring.



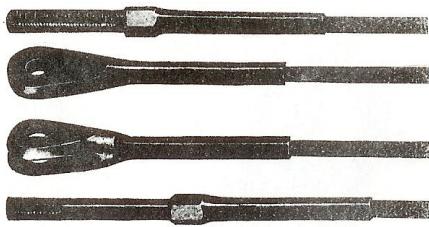
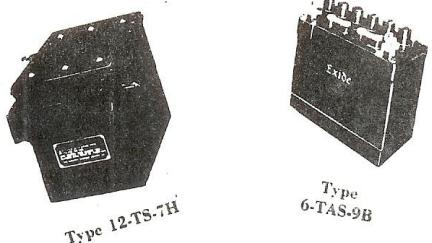
AUTO-LITE

CHAMPION

DE ADMINISTRATIE



De administratie, de alles-wetende macht, de halende, betalende en stralende pracht. Wij kiekten hen spontaan op maandagochtend toen alle leed thuis weer geleden was. Hun stralende lach houdt ons op de been en in het financieel juiste spoor.
Dag Ank, Berdien, Toos, An en Elsje. Houden zo!.



SWAGED TERMINALS

Exide
AIRCRAFT BATTERIES

KOGELLAGERS VOOR ALLE DOELEINDEN

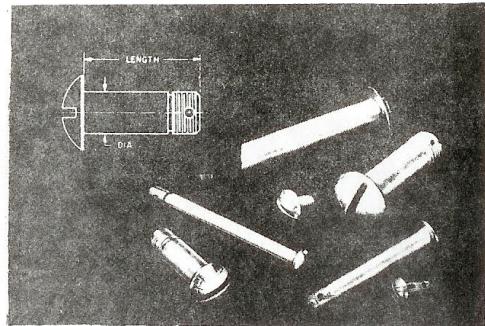


Zolang vliegtuigen vliegen zijn kogellagers gebruikt. Zij verlichten de taak der vliegers, voorkomen slijtage en draaien, rouleren naar aard en gebruik. Vele soorten en vormen worden u getoond door Carla en Sandra. De "Ball Bearing Sisters" voorzien u gaarne van alle info betreffende maten en gewichten!.

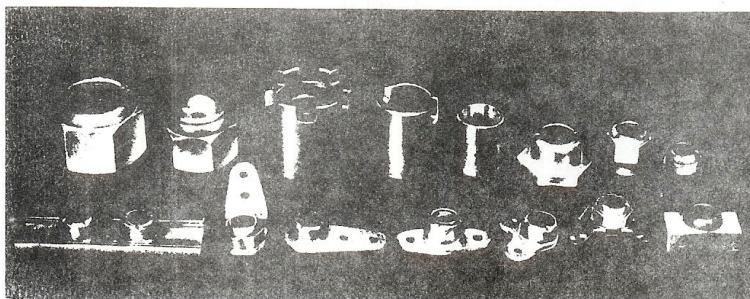
**AN SPECIFICATION
ALUMINUM
and
DURALUMIN
SOLID RIVETS**



CLEVIS BOLTS



ELASTIC STOP NUTS



SWITLIK PARACHUTE COMPANY

Reddingsmiddelen



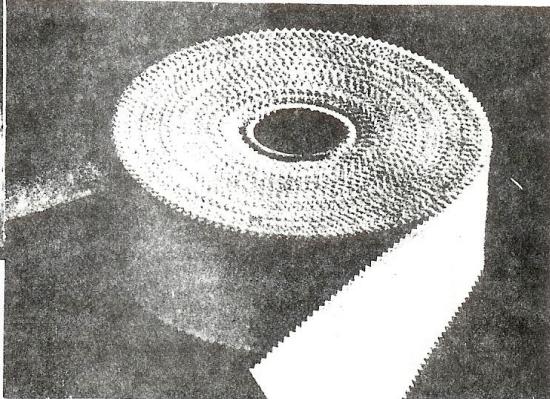
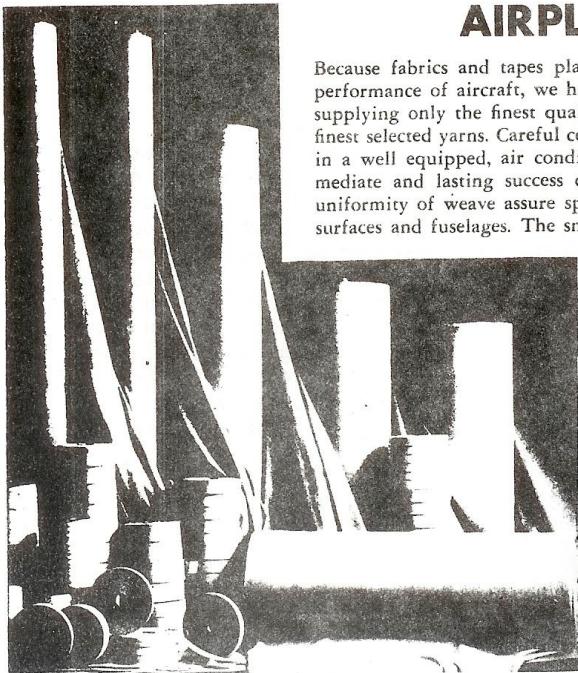
Een zeer lange en goede relatie werd opgebouwd met reeds generaties fabrikanten van "Switlik" produkten. Ontwerp, ontwikkeling, productie en test gaan samen. Onze Suze en Elly showen enkele sjieke garnituren van het laatste genre. Zij helpen u uit de nood. Terzake en kundig dienen zij u van advies voor accessoires en reservedelen.

AIRPLANE FABRICS

Because fabrics and tapes play such an important part in the fabrication and performance of aircraft, we have maintained for over eighteen years a policy of supplying only the finest quality airplane fabrics. Our fabrics are woven of the finest selected yarns. Careful control during weaving and continued exacting tests in a well equipped, air conditioned laboratory have all contributed to the immediate and lasting success of the fabrics we supply. Evenness in width and uniformity of weave assure speedy covering and lasting wear on wings, control surfaces and fuselages. The smooth, napless finish of our fabrics and tapes takes

dopes better and requires only a minimum number of dope coats to give a gloss-smooth finish. Complete stocks of all grades and widths of fabrics are available for immediate delivery from our stock warehouses

PINKED EDGE TAPE

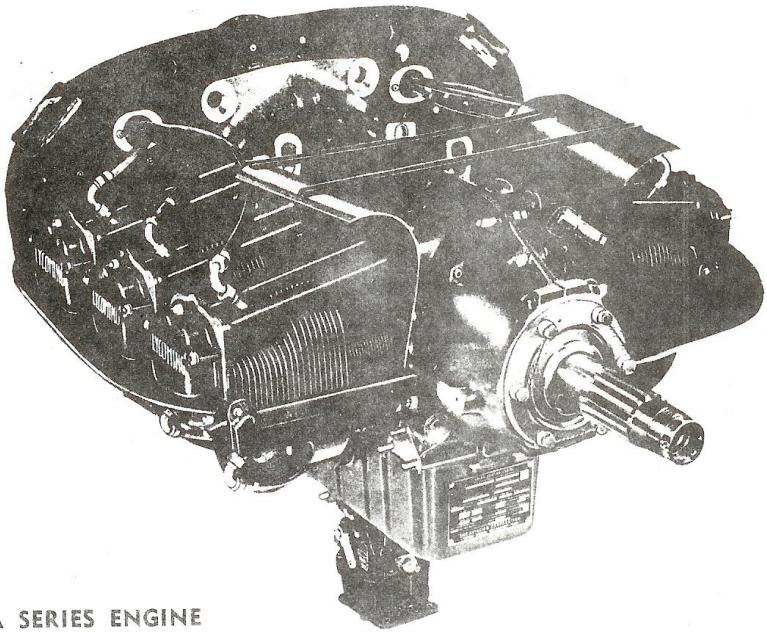


ALVEN S.P.A. SAN SEBASTIANO NAPELS

Vliegtuigstoelen



Dit product van Italiaanse orgine heeft een zeer goede zit in vliegtuigen voor de middenlange afstand, ook voor dames van bijzonder kaliber. Dit kwaliteitsproduct vliegt in vele Europees landen tot genoegen van luchtreizigers. De welvarende inhoud echter is meer plaatsgebonden vinden Ineke en Cynthia van Avio-Diepen.

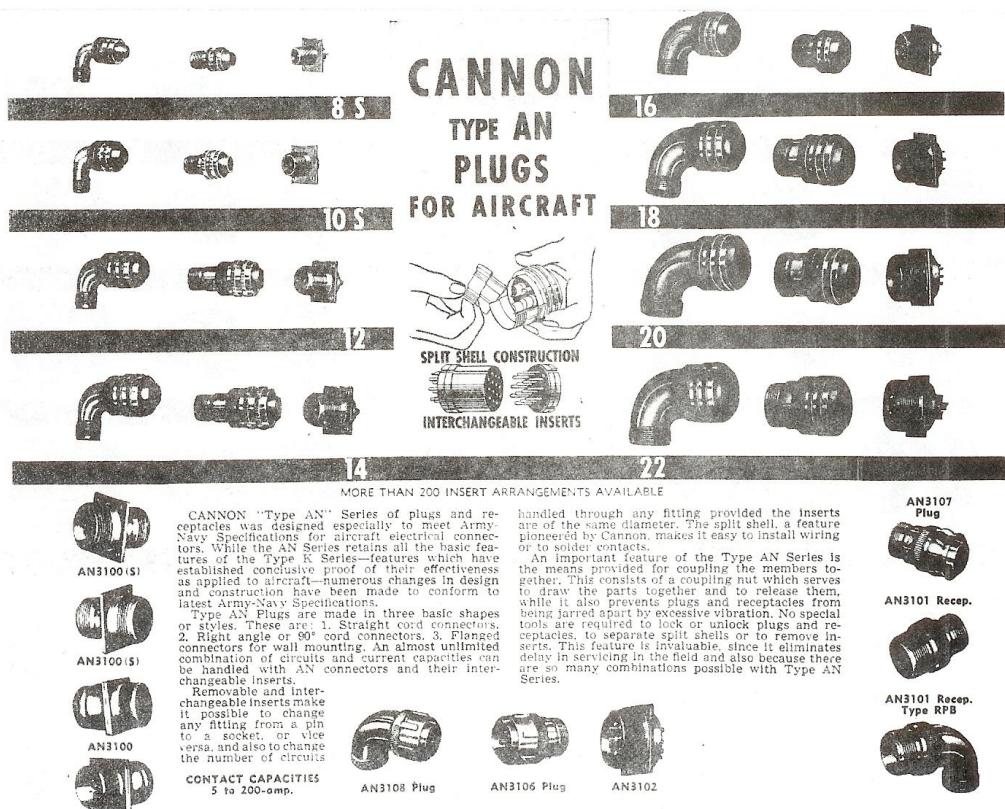


0-435-A SERIES ENGINE

LYCOMING O-435-A SERIES ENGINE

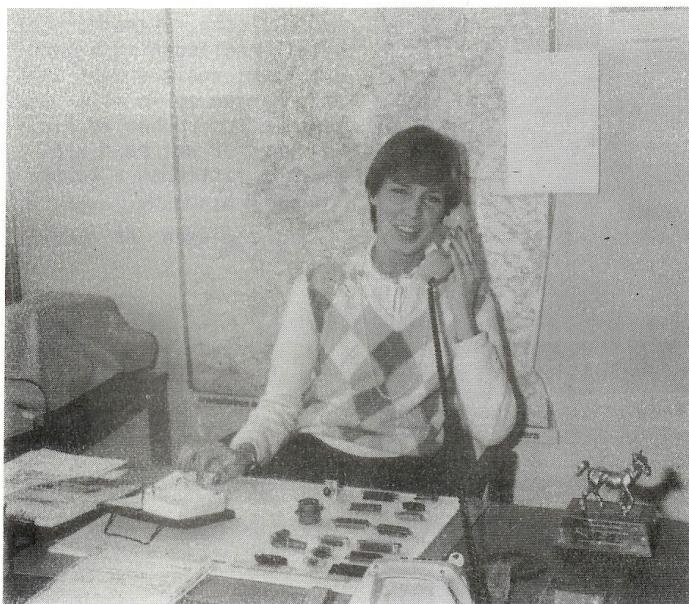
SPECIFICATIONS

Model	O-435-A
Type6 Cylinder, Horizontally Opposed, Air Cooled
Rated H. P.	190
Rated R. P. M.	2550
Bore	4 $\frac{1}{8}$
Stroke	3 $\frac{1}{8}$
Displacement	434.00
Compression Ratio	6.50:1
Fuel	73 Octane or 80 Octane
Oil Sump Capacity	12 Quarts
Over All Length	46.36 Inches
Over All Height	28.59 Inches
Over All Width	32.32 Inches
Engine Weight Dry	363.92 Lbs.
Starter and Generator Installed	28.59 Lbs.
Fuel Pump Drive36 Lbs.
Vacuum Pump Drive93 Lbs.
Shielded Ignition Harness	2.00 Lbs.



ITT CANNON ELECTRIC

Connectors



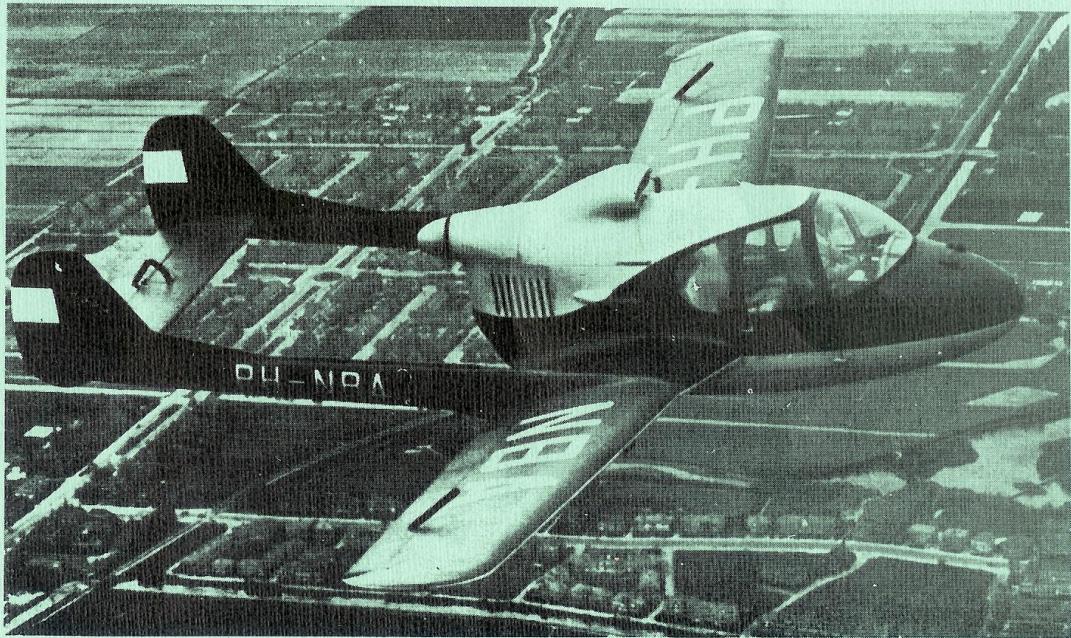
Sinds 1984 een vertegenwoordiging van standing. De elektrische connector heeft sindsdien een metamorfose ondergaan. Onze Cora ook! De lijnen van toen en nu verschillen dusdanig dat het produkt onderhevig schijnt aan ontwerpers "der haute couture". De werking is uiteraard de laatste decennia niet veranderd..... Cora helpt u verder, mocht u het niet meer weten.

AEROQUIP PRODUCTEN



Hydraulische, brandstof- of
heteluchtslangen zijn geen
probleem; zoals u ziet temt
onze Marjan ze in alle soor-
ten. Teflon-rubber of A.W.P.
Zij weet er wel raad mee.
Slang - fittingen - koppe-
lingen - klemmen.

Avio-Diepen Aeroquip



FOKKER F25" PROMOTOR "



FOKKER S.11 "INSTRUCTOR"