

Antique Airplane Association of Colorado

Taylorcraft Restoration Workshops

Website: www.dekle.net/AAA/

Core team:

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Team members:

Jim Denly

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Last Workshop on 16 January 2010:

Status:

Both doors are now fitted to the fuselage, the main landing gear [MLG} is covered and the fabric detail work (ironing and drip removal) is progressing. We have two aileron frames that are ready for pre-cover inspection and fitting to their respective wings. And we have the larger floorboard parts being fitted to the airframe.

1. The LH wing work is creeping along with the conflicts at the wing tip being worked out.
2. The stringer blanks shaped by Mike Gugeler and Jon Baker were trial fitted to the fuselage and a decision made to build the fuselage with no skylight (the skylight would be a modification to the factory configuration)
3. The other wood parts that go on the fuselage we sanded in preparation for an application of Epoxy varnish.

Between workshops activities:

Mr Jung rescued the RH wing spars and sanded out some scratches in preparation for inspection and Epoxy varnishing. They will need to be stored so that they are off of the concrete floor and do not get new scratches that would affect their durability!

The Crankshaft, camshaft and connecting rods are at Aircraft Cylinders and Engines in Greeley and that shop is working on a set of C-90 cylinders to provide harder valve seats(for the 100LL fuel) and new C-85 pistons to match the C-85 rods we have. (C-90 pistons are designed to work with long connecting rods and would give us a very low compression ratio with our rods). The hydraulic valve lifter bodies will need to be refinished or replaced before the engine assembly can start.

Next Workshop on 6 February 2010:

The emphasis will be:

1. Inspecting and Epoxy varnishing the RH wing spars.
2. Pre-cover inspection of both ailerons.
3. Inspection of the LH wing to verify that all fasteners are in place, tight and secured.
4. Completion of the fitting of the tubular wing tip bow and associated pieces.
5. Change-out of the trailing edge fasteners to screws of known origin.
6. If time permits (and if we round up a 24"x 100" x .025 piece of 3003 or 5052 aluminum.) we may be able to start the fabrication of a new boot cowl to mate with the firewall salvaged from the second Taylorcraft.

That's the "shopping list" of tasks and I think the weather gods may smile on us this weekend.

If anyone has the time this week to look thru our stash of parts in Jack's hangar and find our other three wingtip bows it would be appreciated.

We are also short one 1" OD metal pulley for the 3/32" brake cables.

Bob Leyner

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Workshop Restoration website: