

# *Antique Airplane Association of Colorado*

## *Taylorcraft Restoration Workshops*

Website: [www.antiqueaircraftofco.org](http://www.antiqueaircraftofco.org)

Core team:

Project Manager---Bob Leyner 303-931-3867

Team members:

Jim Denly

Jack Greiner

Carol Leyner

Mike Gugeler

Georg Becker

### **Last Workshop on 19th of March:**

Covering on the first wing continued to the point where it was obvious that the wing framework was being distorted by the tension of the shrinking fabric. The shrinking of the fabric generates quite a bit of force. The fabric is trying to shrink about 10% and over a length of 20" that means that the fabric is trying to shrink 2". It was discovered that some internal bracing struts (aluminum channel pieces) had been omitted. This will require removing and replacing at least some of the fabric to gain access for the fix. By removing the inboard section of fabric out to the aileron bay there will be an opportunity to demonstrate a repair on a portion of wing with a lap splice over a rib. This is the type of repair that Carol & I did on another Taylorcraft to inspect and repair the wing tip area. This is also an educational moment demonstrating that even with many people looking over an item there may be errors missed. That is why checklists and a systematic inspection is needed. Fortunately the fix in this case will not be difficult. This was also partially due to not having the needed wing assembly drawings.

### **Since the last workshop:**

Carol received a Real Women of 2011 award at a ceremony in Denver that also recognized the Besse Coleman Fly Girls that attend our workshops and are working toward their aviation careers.

### **Since the Last Workshop:**

The parts for the rear wing attach fitting for the second wing are 90% done and will be ready for fitting to the spar and welding together.

The uncovering and installation of the braces will begin as described above.

The fuselage should be ready to start the covering of the bottom beginning with sealing the short wood slivers next to the landing gear attach brackets to the tubing to exclude corrosion causing water.

Bob Leyner  
303-9311-3867  
cca@hughes.net