

Antique Airplane Association of Colorado

Taylorcraft Restoration Workshops

Website: <http://www.dekle.net/AAA/>

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Last Workshop on March 20th :

- 1. The leading edges on the first (LH) wing were removed and reshuffled (factory outer and factory center interchanged) to place overlaps over the ribs.**
- 2. The problem occurred because of a lack of factory rib placement information. A perfectly acceptable and workable rib locations were copied from wings restored on the East Coast restorer of several Taylorcrafts. It took very little time to reshuffle the leading edges and for Steve Beach, Wilhelm Jung and Dan Luer to get the top side screwed back to the ribs.**
- 3. J.D. Gleitz and Al addressed the interference of a small strut with the aileron cable.**
- 4. Two new volunteers (I don't have their names or the signup list at hand) dug in and figured out how the Bugs Rogers' spider web of wire is attached to form the pilot/Co-pilot seat frame.— Thanks—that has baffled many of us.**
- 5. The installation of fuselage stringers and other wood progressed,**

Next Workshop on April 3rd :

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- 1. Finishing the installation of fuselage stringers.**
- 2. Finalizing the cable attachment to the brake pedals**
- 3. Inspection of the attachment of ribs, compression struts and wires to the front spar.**
- 4. Flipping the LH wing and screwing the of the leading edge in place (only after a pre-close out inspection by Jim Denly).**
- 5. Installation of the wing tip bow to the LH wing.**
- 6. After the tip bow is mounted the aileron can be fit checked and signed off for covering.**
- 7. Stringing of navigation light wires and control cables.**
- 8. It is time to take inventory of the ribs for the RH wing.**

We should have all of the engine parts back from the machine shops and the assembly may ready to start.

We will need some magnetos or magneto cores.

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