

Taylorcraft Fraud or Questionable Business Practice Warning - Please Read

Dear Taylorcraft aircraft owner,

This warning letter is being sent to you by a group of Taylorcraft owners and pilots who are in regular communication via a discussion forum on the internet. We share Taylorcraft news, opinions, and discussion on a daily basis. You and all Taylorcraft enthusiasts are welcome at any time to visit this forum and “listen in” to the ongoing discussions without any obligation at <http://vb.taylorcraft.org> . The Taylorcraft Foundation’s internet discussion forum has become the best, fastest and most helpful way for Taylorcraft owners and enthusiasts to communicate, support, and assist each other.

As a group we have become aware of, and deeply involved in, the issues surrounding recent FAA Airworthiness Directives and Service Bulletins affecting Taylorcraft aircraft. The FAA Airworthiness Directives and factory Service Bulletins **do not** tell the entire story. Our large group of experienced Taylorcraft owners and enthusiasts believe that all Taylorcraft owners who **might become victims** have a right to be warned or at least be made aware that we sincerely believe there is a problem.

Although this **has not** been tried in any court of law, or proven out in **any** official legal capacity, we have become aware of very serious problems surrounding the current "factory" and holder of several Taylorcraft Type Certificates. Based on the best information available at this time regarding the owners, managers and financiers of this entity, we believe there is a very high probability that you would be "ripped off" or defrauded if you send any money to the current Taylorcraft "factory" for wing struts or any other goods / services :

1. The Taylorcraft factory has reportedly accepted payment for several sets of new **wing struts** for a period of several months, and to the best of our knowledge has not delivered any new replacement wing struts to these customers.
2. The Taylorcraft factory has made promises, both **publicly** and to several customers directly, that the factory “was in production” of wing struts, and has given a series of unmet delivery dates for such parts. There was a recently published news report that the FAA had not authorized Taylorcraft to manufacture or sell any parts (PMA). To our understanding there have been no wing struts produced by Taylorcraft that were approved by the FAA.
3. Recently, one of the financiers or creditors of Taylorcraft apparently **repossessed** the Taylorcraft assets, and announced that “new management” was being put in place to resolve the issues. This “new” management has refused to honor the payments that were made by customers to the previous “management”. Then the “new” management offered to sell these wing struts (if they actually existed) to any **new** customers who wanted to buy them (struts already bought by previous customers) We see this as a company selling goods that were previously sold and thus not owned by them. We believe the “new” management of Taylorcraft is essentially the **same** person, **Harvey Patrick** and/or D&E Aircraft, who for some time has been providing the financial backing for the “old” management, **Harry Ingram**. Harvey Patrick announced that Taylorcraft had been repossessed from Ingram, and that “new” management had been put into place. But that “new” management is or includes Harry Ingram.

4. More than one customer of Taylorcraft reports they paid Taylorcraft to perform maintenance or restoration work on their aircraft, and that the work was not completed. At least one customer reported that he had to personally travel to Taylorcraft and collect the disassembled pieces of his aircraft. At least one of these customers has reported that Taylorcraft **removed** original parts from his aircraft, and believes that the parts from his aircraft were actually re-sold by Taylorcraft to **other** customers as “spare parts”.

5. There are several reports from owners that they did not receive parts that were ordered, despite several promises made to them by Taylorcraft.

6. The consensus among a large number of experienced aircraft owners and mechanics is that the recent Service Bulletin and subsequent FAA Airworthiness Directive regarding the replacement of wing struts was very likely motivated by **financial** gain and concocted as a money-making scheme by the people at and behind Taylorcraft.

7. A large number of experienced Taylorcraft owners, mechanics and enthusiasts also believes that FAA representatives were improperly influenced by Taylorcraft, and that the “evidence” of flight safety concerns presented to them was questionable, making it so the FAA was acting on tainted information. We suspect that this may have been **intentionally** arranged by Taylorcraft so that their money-making scheme was soon "backed up" by the full authority of the FAA. (We believe that the FAA should fully investigate whether they were "duped" or defrauded by Taylorcraft, but we are not aware of any such investigation by the FAA.)

8. The recent tragic in-flight failure of a Taylorcraft was clearly the result of **many years** of poor maintenance, severe corrosion in a water-operation environment, lack of proper annual inspections, and poor pre-flight inspections. The aircraft was lost because of extensive **corrosion** in the lower fuselage attach fitting, not a failure of the wing struts. We understand there has not been an in-flight failure of a Taylorcraft wing strut ever in 70+ years of Taylorcrafts flying around the world.

9. We strongly suggest that all owners of older aircraft **immediately** begin to perform far more frequent and far more detailed inspections of their airplanes than ever before. The Taylorcraft fleet is mostly over 60 years of age. We all have to pay a lot more attention to the safety and structural integrity of these airplanes now than when they were young. We **support** the immediate and detailed inspection of the fuselage lower strut attach fitting and surrounding structure for corrosion or damage. We support an immediate **X-ray** or other approved inspection of the lower wing struts **to determine if** any significant corrosion exists. The FAA has issued Airworthiness Directives, and inspections have to be performed. However, **Taylorcraft has managed to position itself and the sale of new Taylorcraft wing struts as the preferred choice** in at least one of these AD's. We disagree with this and we believe the FAA was wrong to allow this to happen.

10. If any significant corrosion in the wing struts or fuselage structure is found by visual, X-ray, or other approved inspection method, **do not fly** the aircraft until repairs have been made by a qualified A&P mechanic and the aircraft returned to service by an FAA authorized inspector!

But if you do find corrosion in your wing struts you have more than one option:

- A qualified FAA-approved welder can perform approved weld repairs in many cases.
- Airworthy used parts can be inspected using X-ray or other approved methods and installed.
- If you choose to install new wing struts, there are FAA approved replacement struts available from at least three reputable sources: **Univair**, **Wag-Aero**, and **Alaska Airframes** .
- It is also legal for you to use “Owner Manufactured” parts made under FAR 21.303 that are identical to the original wing struts.

Unfortunately due to these problems we cannot consider the Taylorcraft “factory”, including Taylorcraft, LLC or Taylorcraft 2000, D&E Aircraft, or any entity involving Harry Ingram or Harvey Patrick to be a “reputable” source for wing struts or parts. Due to what we sincerely see as a strong and consistent history of disreputable business practices on the part of Taylorcraft (and those other entities and people currently involved with it), we must recommend against sending money to or doing business with Taylorcraft, D&E Aircraft, or any entity involving Harry Ingram or Harvey Patrick at this time. We must also caution Taylorcraft owners to beware of any “reorganizations”, “new business identities”, or “restructuring” that may appear under a different name but still involve the previous people or entities.

This letter is being sent to you by a group of Taylorcraft owners and enthusiasts, as a community service to any Taylorcraft owners who may not be aware of the potential problem and questionable business practices associated with the “factory”. Please feel free to visit the internet forum where this matter has been discussed, or to ask someone familiar with the internet to assist you, so you can research the discussions on this subject and make your own decisions. There is **no cost or obligation** to participate in this discussion.

If after participating in this discussion forum you feel that the discussion forum is beneficial to you, you may choose to become a member of The Taylorcraft Foundation (\$15 per year), a non-profit 501 (c) 3 organization dedicated to preserving the history of the Taylorcraft airplane, and supporting Taylorcraft owners worldwide.

Once again, please visit <http://vb.taylorcraft.org> (or have someone familiar with the internet assist you in visiting this discussion forum) and see the “Daily Taylorcraft Discussion” at no charge or obligation.

**Taylorcraft Foundation, Inc.,
13820 Union Ave. NE
Alliance, Ohio 44601.
Phone: 330 823-1168**

Postage

Address Label or Imprint

**Taylorcraft Aircraft Owners - IMPORTANT
Fraud / Questionable Business Practice Warning !**

Please read before complying with the recent FAA Airworthiness Directives

