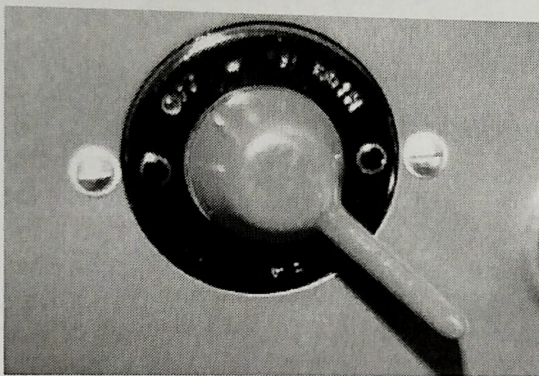


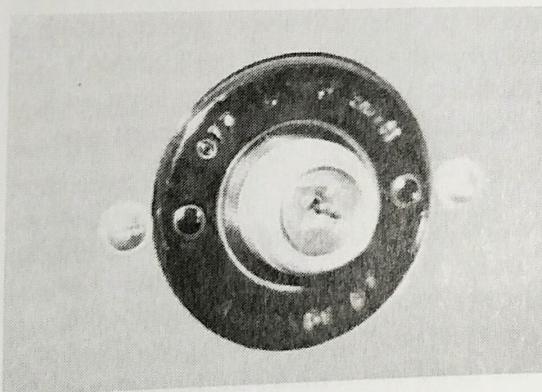
Modifications for the AAF Type A7 Mag Switch

Editor's Note: The following article was reprinted with permission from the VAA E-Newsletter

Back in the mid-1990s, Tom Baker brought a Taylorcraft to the EAA Fly-In that was so good it won the Grand Champion Classic award. It goes without saying that the airplane was neatly done, but one little modification in particular really caught my eye. The AN AAF Type A7 magneto switch had been changed in a very clever way - Tom had hidden a modern keyed switch right inside the handle of the original switch!

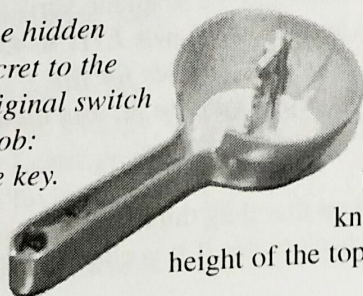


The standard looking AAF Type A7 with the nice large knob that has a handle. While the exterior portion of these switches is nearly bulletproof, the interior components are subject to wear and will eventually be unserviceable.



With the knob removed, the modern key magneto switch is seen.

The hidden secret to the original switch knob: the key.



The guts of the original switch are removed, leaving only the faceplate and the knob. With a new switch without a starter position (one that reads: OFF-L-R-BOTH), the faceplate can be left as is because the markings will match. Otherwise, the starter position lettering must be added.

The modern switch's key is trimmed so that it can be carefully brazed to the interior of the knob after the original shaft has been removed. The stamped steel knob lends itself well to the brazing process if the key happens to be brass or plated brass. Measuring the height of the interior of the knob will give an approximate height of the top-of-the-trimmed-key-to-face-

plate distance. A final trimming with a fine grinder will allow you to put the knob in just the right location above the faceplate, and holding the knob and key with a temporary jig will ensure the key remains centered and vertical in the interior of the knob during brazing.

Part 45.11 and the Identification (Data) Plate – A Revisit

By Steve Krog and Jordan Coffey

Since our last article on Identification and Data plates ("Part 45.11 and the ID Plate" Fourth Quarter 2009 Taylorcraft News issue #146), we have fielded a number of phone calls and emails questioning compliance requirements of both the FAA and the US Customs Department. Apparently, some members have experienced ramp checks during recent fly-ins and the inspectors have taken issue with the method of compliance used by the aircraft owners.

On February 19, 1988, the FAA released a special notice to all aircraft owners and operators in response to requests made by the US Customs Service. The FAA amended Parts 43, 45, and 91 to require that an aircraft's make, model, and serial number be marked on the fuselage. Also included in this letter are certain requirements for aircraft flying across the border such as 12-inch registration numbers and requirement for carriage of 337s for extended range fuel tanks added to the passenger or baggage compartments.

In this letter, the FAA specifies that if a builder's identification plate (Data Plate) is not attached to the fuselage exterior then

information on your aircraft's make, model, designation, and builder's serial number must be displayed on the fuselage exterior, located either adjacent to and aft of the rear-most entrance door or on the fuselage near the tail surface. There is no letter or number size requirements other than that they must be legible to a person on the ground.

They go on to specify that the identification information

must be permanently applied so that it is not likely defaced or removed during normal service... [it] may be painted on or a placard may be bonded on the fuselage surface.

The confusion arises when looking at the actual FARs. FAR Part 45.11 (IDENTIFICATION AND REGISTRATION MARKING), paragraph *a* notes that

except as provided in paragraphs (c), (d), and (e) of this section, the aircraft identification plate must be