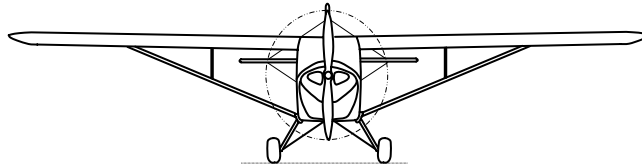


Taylorcraft

Taylorcraft Aviation Corporation



SERVICE BULLETINS

21 – March 27, 1940

Thru

34 – January 21, 1943

(# 20 Missing)

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(not responsible for content)

Taylorcraft Aviation Corporation

Service Bulletin Index

20. (missing)
21. 03-27-40 Drag Strut Reinforcement Fitting Installation
22. 06-10-40 Chafed/Broken Rib Stitching
23. 08-14-40 Loose Wing Drag Wires
24. 12-31-40 Lowering of Seat for Parachute Provisions
25. 04-02-41 Rear Elevator Control Pulley Clearance
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March 27, 1940

Bulletin No. 21

INSTRUCTIONS

The enclosed print shows the drag strut reinforcing fitting installed in the wing. There is an inspection opening at each strut foot intersection except at the end of the outer bay.

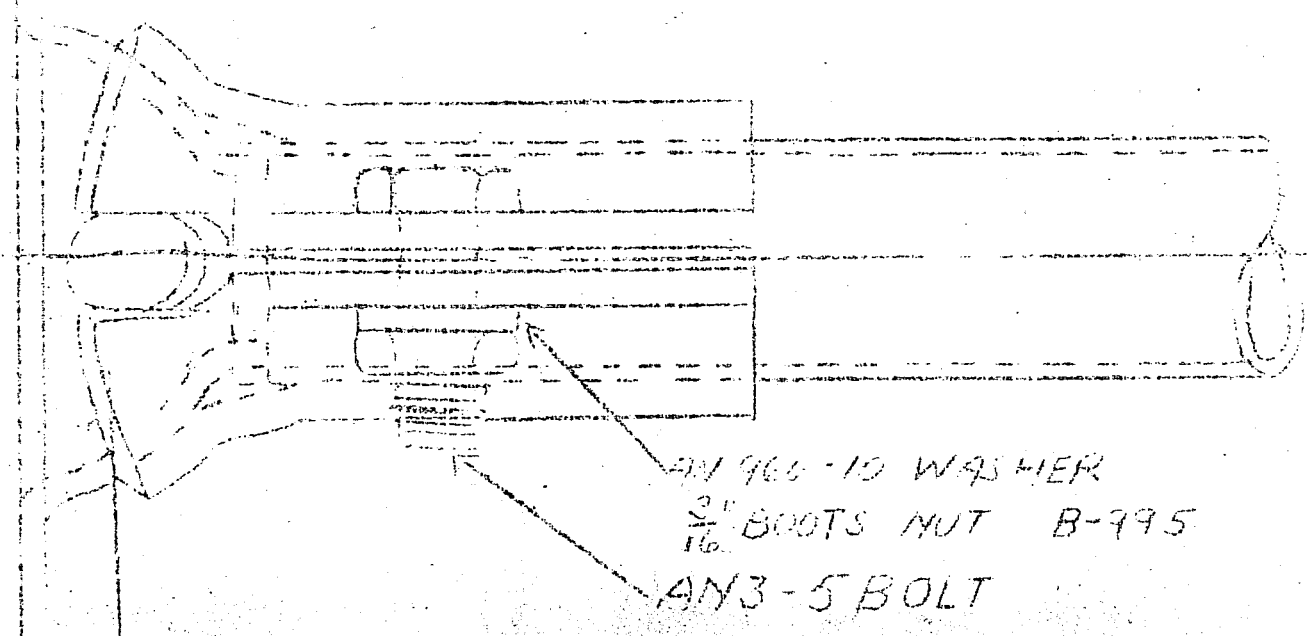
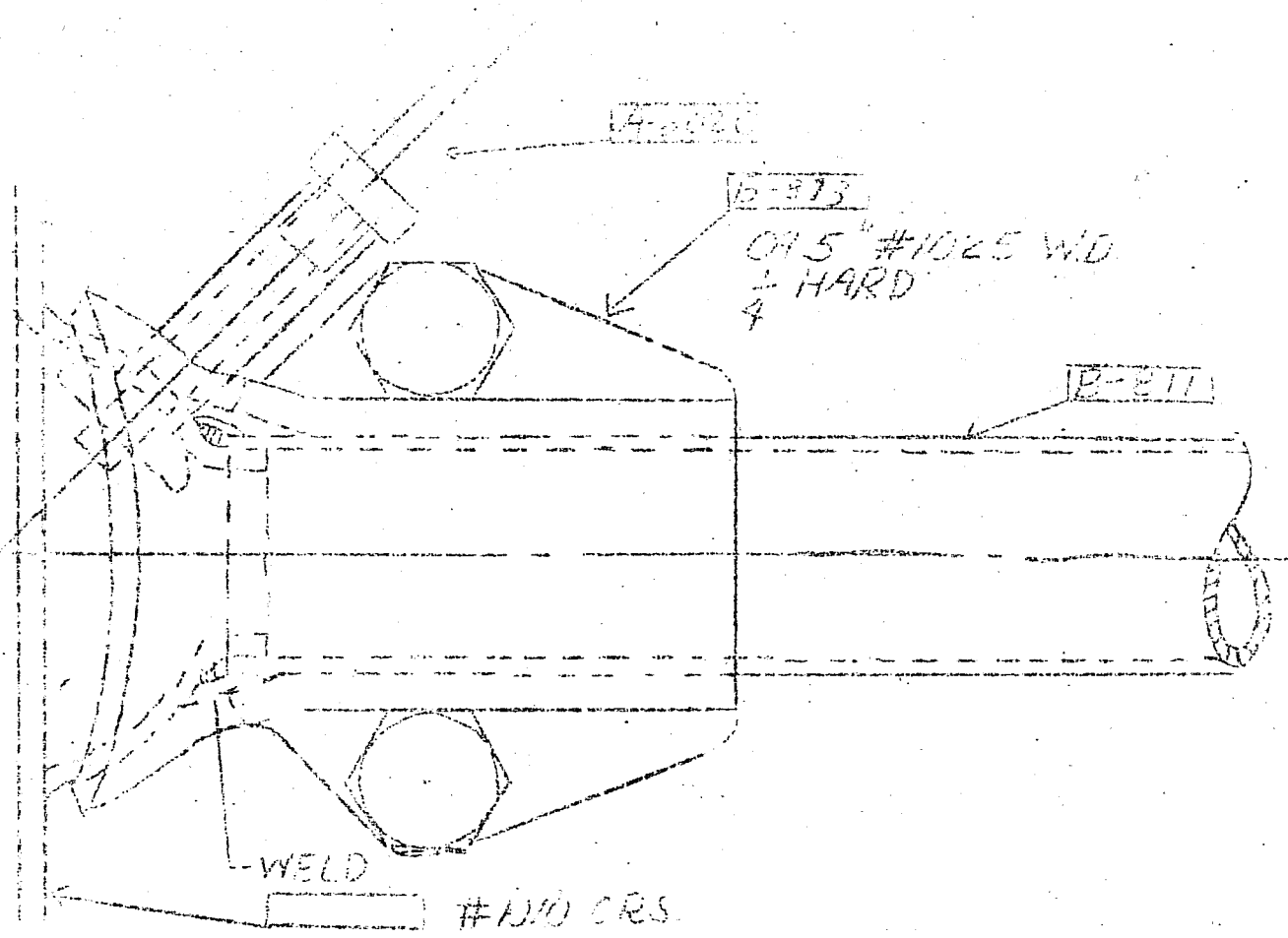
Enclosed with the shipment of parts are four extra rings for each wing, to be installed on the under surface of the wing, as shown on the accompanying print. When these have been installed, cut out the circular pieces of cloth inside the twelve rings as shown on the sketch but it is not necessary to cut the two rings nearest the lift strut fittings.

The reinforcing fitting is in two halves. Place the bolts in the upper half and install the upper half of the fitting on the tube and over the drag strut foot, so that it lies over each brace wire fitting. Put the lower half in place using two washers under each of the Boots self-locking nuts. The bolt will not turn, but the washers under the nut permits the nut to turn. The nut is self-locking and does not need a cotter pin. When installing, tighten the bolts snugly, then tap the reinforcing fitting out toward the spar, making sure that it is in contact with the drag strut foot underneath. It is also important to watch that the gap in each side of the fitting is uniform, because if one side is pulled up tighter than the other, it is apt to bind on one wire and leave the other one loose and cause the fitting to lose some of its efficiency. Then pull the bolts up real tight as it is important that this fitting does not slide along the tube.

TAYLORCRAFT AVIATION CORPORATION

Harold White

Harold White
Service Manager

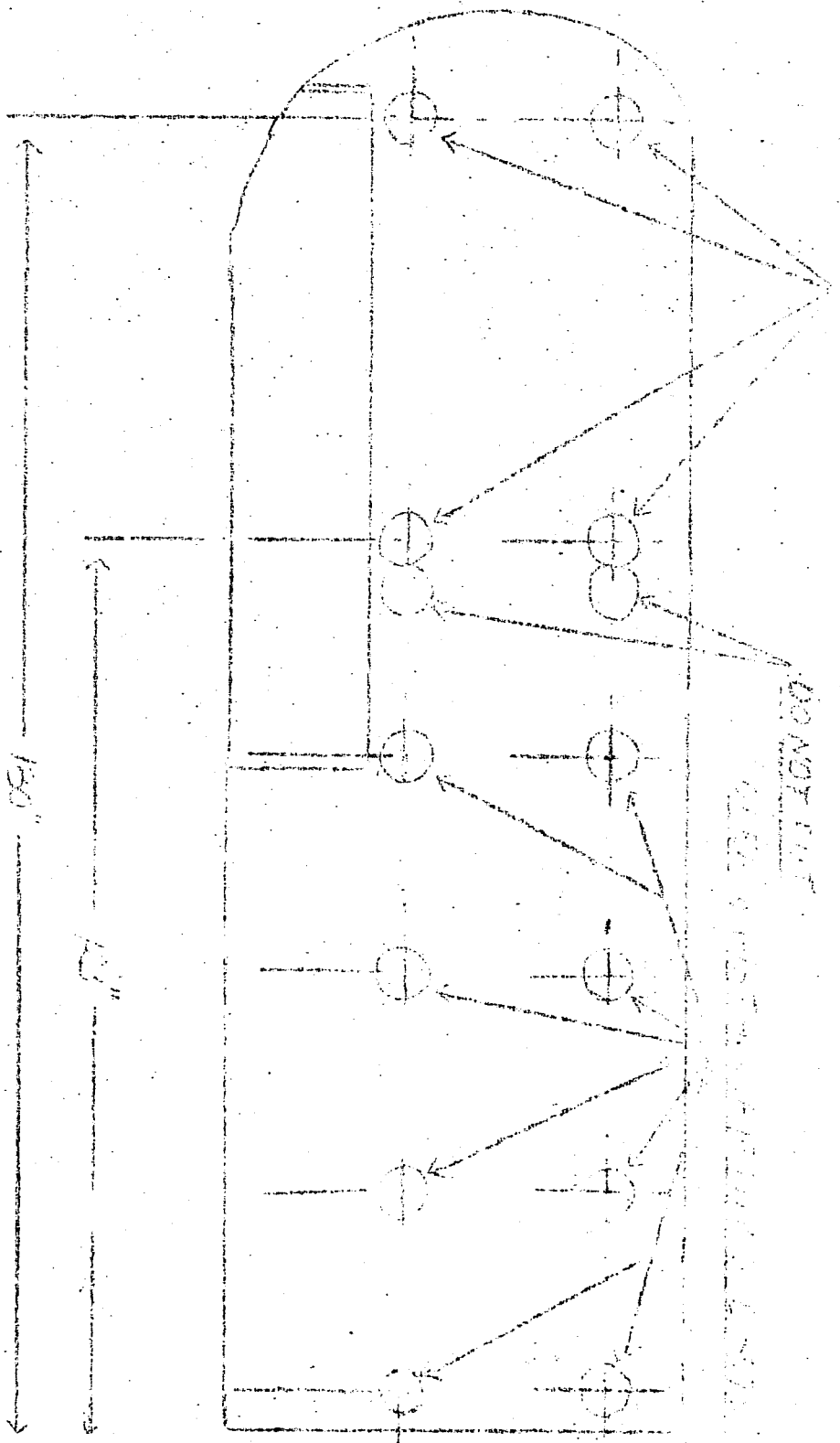


SLOT IN REINFORCEMENT
 240" WIDE $\frac{1}{2}$ " LG

3-19-40

NOTE: THIS LINE REPRESENTS FIREWORKS
AND/OR ROCK DIMENSIONS AND NOT
THE POSITION IN A TIRE'S TIRING

COPIED FROM INSPEC. NOTES & FITTING



← 26 → ← 15 → ← 15 → ←

CH 877 1017

June 10, 1940

Bulletin # 22

TO: All Model B Taylorcraft Owners

It has been brought to our attention that in a few instances the rib stitching in the wings have become chafed and broken, creating a hazard while engaged in high-speed maneuvering.

Therefore, we believe it urgent that you immediately inspect the rib stitching on the wings of your airplane, and if any stitches are found broken that they be immediately re-stitched.

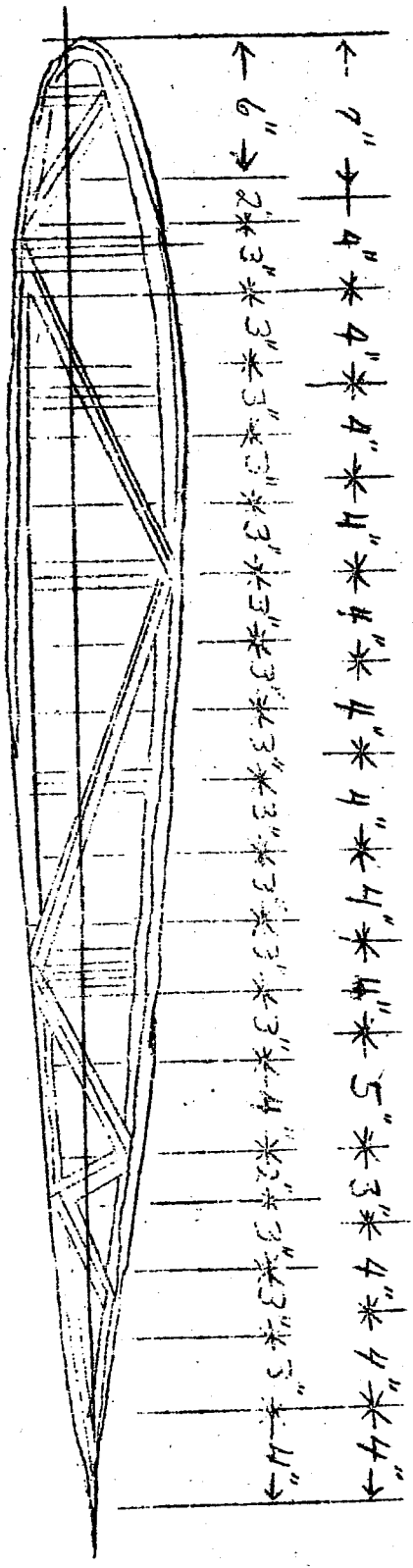
A 6-U linen rib stitching cord should be used. The first three ribs from the wing butt should be stitched every three inches starting from a point eight inches behind the leading edge of the wing, and the remainder of the ribs should be stitched at four inch intervals beginning at a point seven inches behind the leading edge.

It is not necessary to install the reinforcing tape under the stitches, but merely stitch through the standard finish of the wing and install a strip of pink tape over the rib and the stitching.

Let us again remind you that this is urgent from the stand-point of safety and should be taken care of immediately. If you have disposed of your airplane, kindly forward this bulletin to the present owner. Please acknowledge receipt of this bulletin, advising when the check or stitching was completed.

TAYLORCRAFT AVIATION CORP.

Harold White
Harold White
Service Manager



NOTE - 3" DIMENSIONS ARE FOR FIRST THREE RIBS FROM ROOT
 4" DIMENSIONS ARE FOR ALL RIBS FROM THREE ON OUT

August 14, 1940

Bulletin # 23

To: All Taylorcraft Owners Between Serial #1825 & #1983

It has come to our attention that on the above group of ships the wing drag wires may not have been tightened enough. Therefore, we request that you have the wires checked in your ship and tightened if they are loose.

Cut the circles out of the grommets that are installed on the wings for this purpose as shown on the accompanying sketch. The wires should be rigged by turning the nipple until the wire is tight, but care should be taken not to rig too much initial tension. After the nipples are adjusted, be sure the lock nuts are tightened by holding the nipple and turning the nut.

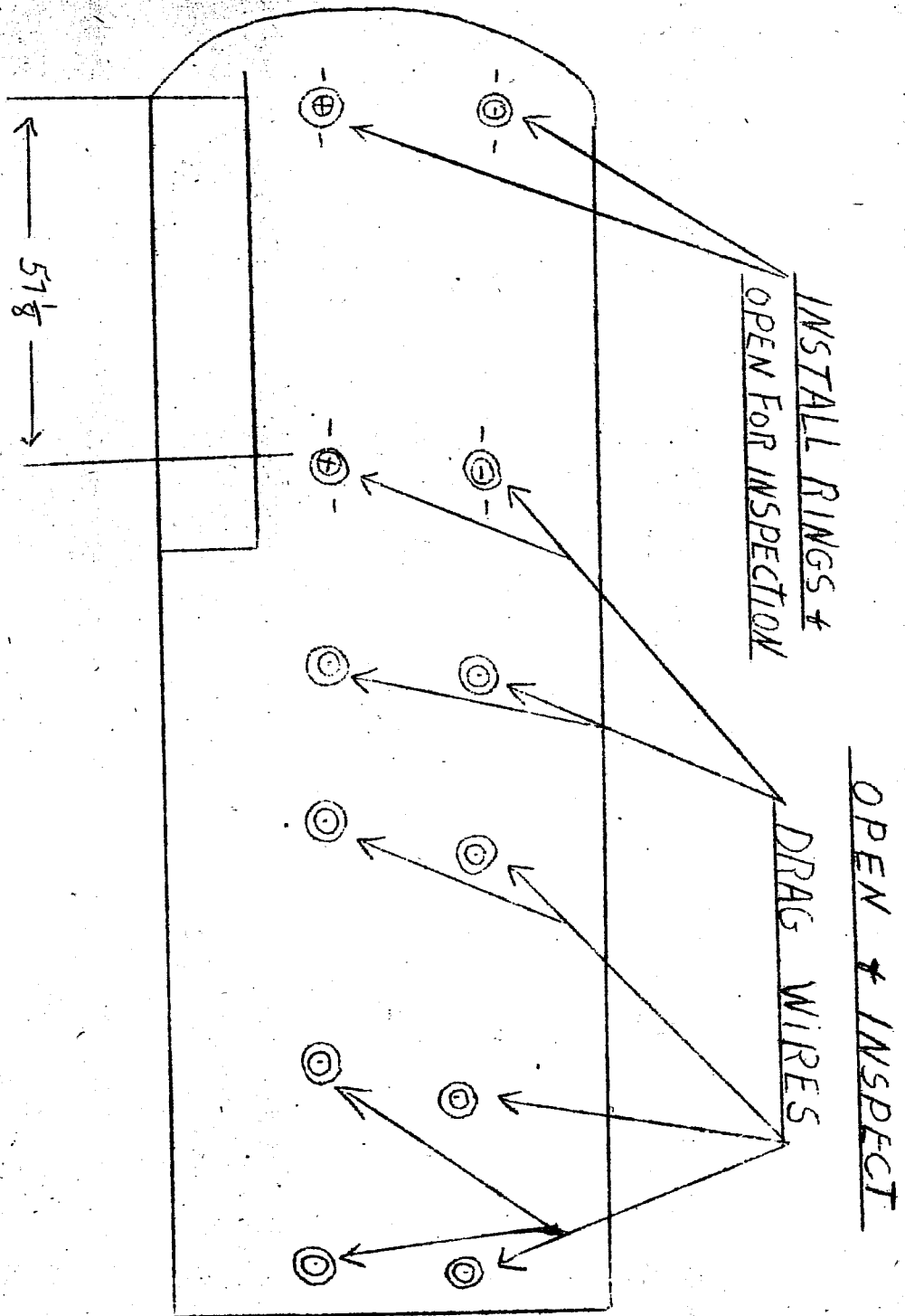
Under separate cover we are sending by Railway Express four rings, twenty patches and dope to match the ship, to be used in covering the holes.

Kindly acknowledge receipt of this bulletin or if you have disposed of your airplane, kindly forward this bulletin to the present owner.

TAYLORCRAFT AVIATION CORPORATION

Harold White

Harold White
Service Manager



December 31, 1940

BULLETIN #24

TO: All Model B Taylorcraft Owners Under Serial #2457.

It has come to our attention that there is a possibility that some operators may be lowering the seat incorrectly to accommodate parachutes.

The seat should never be lowered more than one half turn of the seat bar and the four bolts and washers should always be reinstalled and tightened. These bolts should be checked frequently to see that they are tight. AT NO TIME SHOULD THERE BE LESS CANVAS AROUND THE SEAT BAR THAN SHOWN ON THE ACCOMPANYING SKETCH.

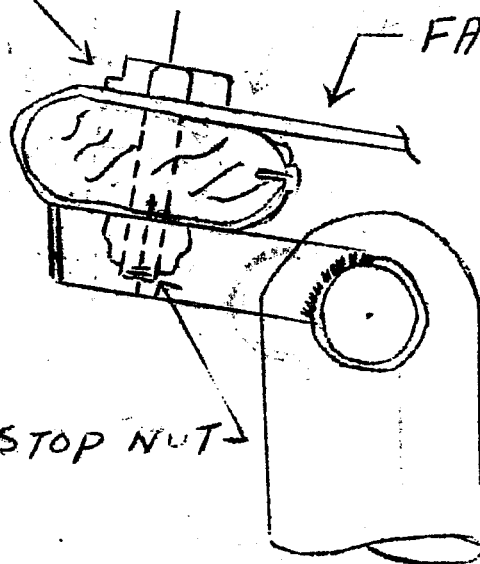
Kindly acknowledge receipt of this bulletin on the enclosed card which should be returned to our factory at your earliest convenience.

If you have disposed of your airplane kindly forward this bulletin and the card to the new owner immediately.

TAYLORCRAFT AVIATION CORPORATION

Harold White
Harold White
Service Manager

AN 970-3



LOWERED POSITION

April 2, 1941

BULLETIN #25

TO: All owners of Taylorcraft Model B12 from Serial #2501 to #2542 incl., #2544 to #2573 incl., #2575 to #2592 incl., #2594 to #2595 incl., #2597 to #2601 incl., #2603, #2606 to #2622 incl., #2624 to #2625 incl., #2628 to #2629 incl.

It has come to our attention that there is a possibility of the bushings in the rear elevator control pulleys being too short and not giving the pulley proper clearance in the bracket.

Therefore, we are requesting that you immediately replace the present bushings with the two bushings enclosed and return the enclosed card to our factory at your earliest convenience.

These pulleys are accessible through the inspection openings on the rear of the fuselage, and the location is shown on the accompanying sketch.

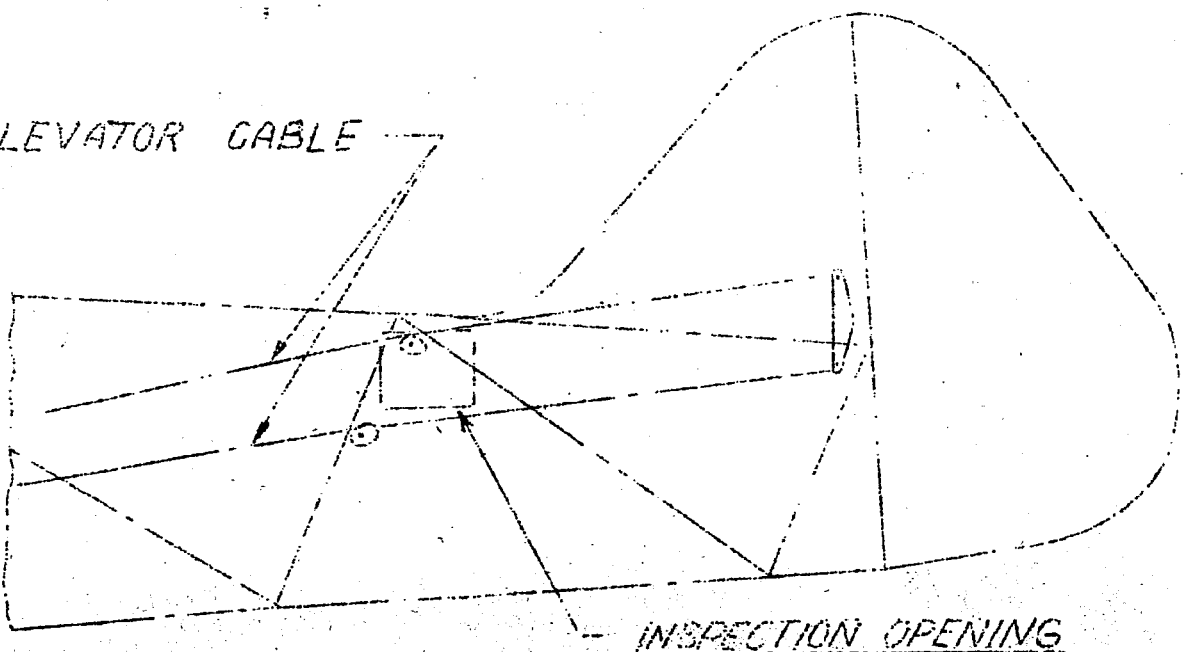
If you have disposed of your airplane kindly forward this bulletin and parts to the present owner and advise us at once.

TAYLORCRAFT AVIATION CORPORATION

Harold White
Harold White, Service Manager

HW:pb

ELEVATOR CABLE



INSPECTION OPENING

6/24/41

Bulletin # 26

To: All Model B12 Owners Under Serial #2977 Delivered
Before June 24, 1941.

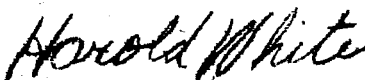
It has come to our attention that on some Model B12's there is a possibility of there being insufficient clearance between the instrument panel and the gas line from the wing tank to the main tank at the point under and immediately ahead of the lower right corner of the instrument panel. This is caused by there being excess stock on the lower edge of the instrument panel which is curved around the cross tube to which the gas line is fastened.

It is important that you check this point immediately and if this condition exists on your ship that you have the portion of the panel which is rubbing out with tin snips so that there is sufficient clearance between the edge of the panel and the gas line to eliminate the possibility of any rubbing or chafing.

Kindly inspect your ship at once and make the necessary corrections and advise us on the enclosed card.

If you have disposed of your airplane, kindly forward this bulletin to the present owner.

TAYLORCRAFT AVIATION CORPORATION



Harold White
Service Manager

July 16, 1941

BULLETIN #27

TO: All Model B and B12 Taylorcraft Owners

It has come to our attention that when windshield replacement becomes necessary this change is frequently made without changing the top windshield or skylight, and this piece of pyralin is frequently reinstalled several times when new windshields are put in.

As this top section of the windshield is subject to considerable strain, particularly during high speed maneuvers, there is a possibility that when it becomes brittle it may pull out at the rear fastenings and give the effect of a flap or interrupter and most seriously affect the flying characteristics of the ship.

Therefore, it is considered very important that the top windshield be replaced each time the windshield is replaced, and if it should deteriorate or become discolored it should be replaced immediately.

TAYLORCRAFT AVIATION CORPORATION

Harold White

Harold White
Service Manager

HW:pb

July 16, 1941

BULLETIN #28


TO: All Open Cowl Lycoming Taylorcraft Owners

It has come to our attention that the exhaust sleeves on the open cowl Lycoming installations are coming loose from the heads, making it necessary to install new heads or have threaded sleeves inserted in accordance with Lycoming's Bulletin #102.

It has been suggested that this may be due in part to the fact that the lower ends of the exhaust stacks are not anchored even though they are tied together. There is a possibility that during certain rough periods of the engine through oscillation or vibration the lower ends of the stacks may swing and cause the loosening of the exhaust sleeves.

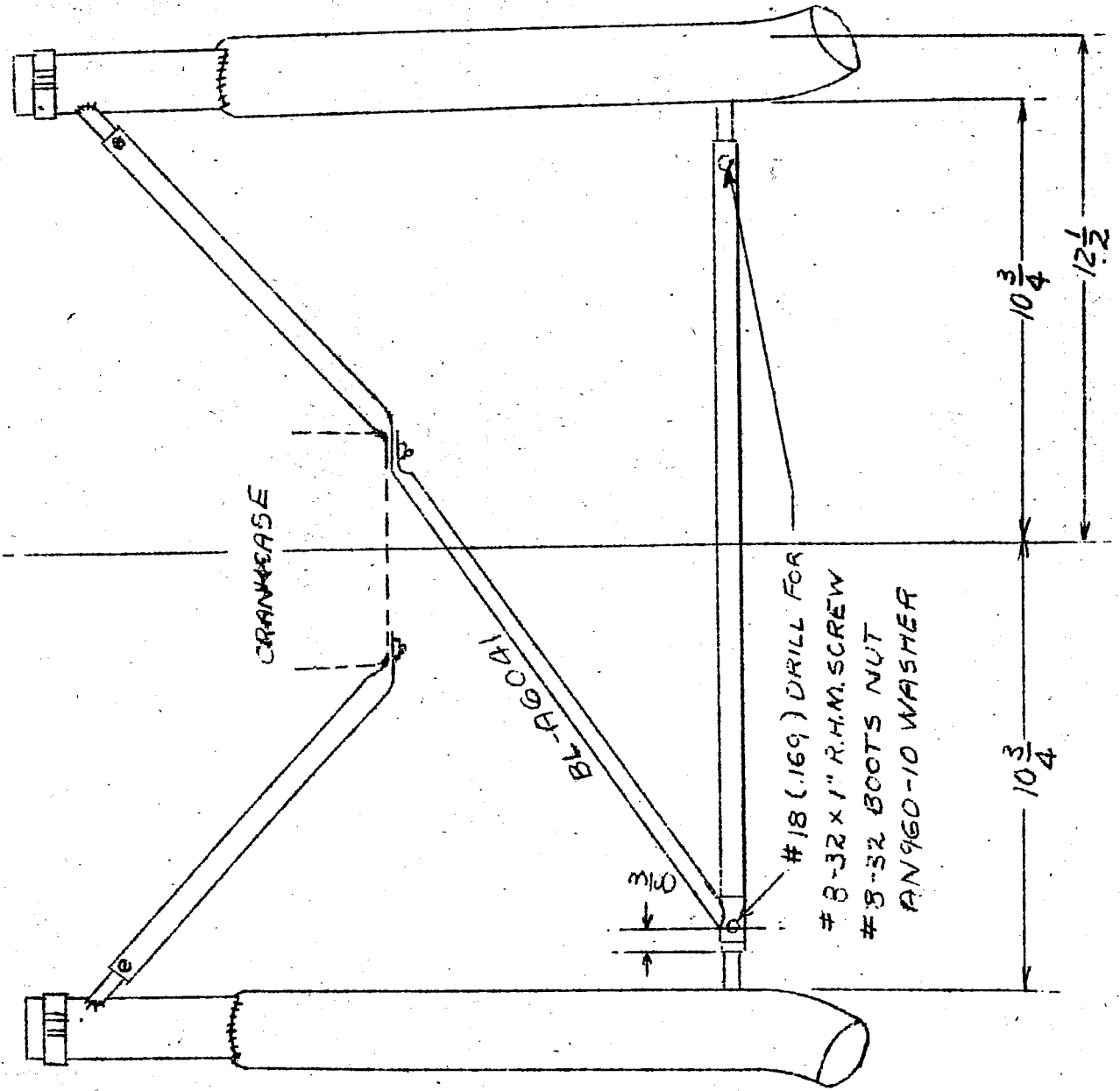
We are recommending the installation of an additional brace from the bracing stud on the bottom of the crankcase on the right side of the engine to the cross tube between the bottom of the stacks where it joins the left stack. This additional brace, we believe, can be made up from the accompanying sketch or can be supplied from our factory at a net price of \$1.00 prepaid.

TAYLORCRAFT AVIATION CORPORATION



Harold White
Service Manager

HW:pb
Enc. 1



CRANKCASE

BL-96041

18 (.169) DRILL FOR
8-32 x 1" R.H.M. SCREW
8-32 BOOTS NUT
AN960-10 WASHER

$10\frac{3}{4}$

$10\frac{3}{4}$

$12\frac{1}{2}$

$3/16$

September 25, 1941

BULLETIN #29

TO: All Owners of Lycoming Powered Taylorcrafts.

It has come to our attention that frequently on periodic inspections and motor checks the bolts fastening the motor to the motor mount are not inspected or if inspected are not checked for slack.

While the rubber dampening washers will absorb a good bit of vibration strain, if they are not kept tight the engine torque due to excessive play in the motor mounting will place undue strain in the motor mount and cause it to break where the rear diagonals are joined to the mounting bed.

This condition is covered by the C.A.A. Airworthiness Maintenance Inspection Notes, Special Notes, Special Note #10.

If the tubes are cracked they should be replaced and on the early models that are not gusseted, a strip steel gusset should be installed across the diagonals at the point where the failure occurred.

This usually does not show up until 400 or 500 hours have been put on the ship but is our opinion that this should be checked immediately to preclude the possibility of serious damage resulting from loose motor mounting bolts.

It is important that the dampening pads be replaced when they become lifeless through continued compression or from the effects of oil. These attaching points should be snug but should not be tightened enough to compress the dampening pads beyond the natural amount of compression imposed by the weight of the engine.

When it is necessary to repair the motor mount care should be taken to see that the mounting faces at the points where the mount is attached to the fuselage, if not in a perfect plane with the fuselage attaching points, are shimmed to prevent any initial stress being imposed by the attaching bolts.

Kindly acknowledge receipt of and compliance with this bulletin by returning the enclosed card to our factory at once. If you have disposed of your Taylorcraft kindly forward this bulletin on to the new owner.

TAYLORCRAFT AVIATION CORPORATION

Harold White

Harold White
Service Manager

December 31, 1941

B ulletin # 30

TO: All Model B Taylorcraft Owners From Serial #1000 to #1970

SUBJECT: Supplement to our Bulletin # 22

It has come to our attention that all owners have not complied with our Bulletin No. 22, and we have been requested by the C.A.A. to issue a supplement urging all owners upon whose Taylorcrafts this work has not been done to do so at once and avoid the risk of having the ships grounded until it is done.

The ribs should be stitched using a 6-U linen rib stitching cord. The first three ribs from the butt should be stitched beginning at a point 6" behind the leading edge, the second stitch being 2" behind the first, the next twelve at 3" intervals number fifteen, 4" behind number fourteen, number sixteen 2" behind number fifteen,, the last three being at 3" intervals, leaving a space of approximately 4" between the last stitch and the trailing edge. The remainder of the ribs should be stitched beginning at a point 7" behind the leading edge with the first nine stitches at 4" intervals, number eleven 5" behind number ten, number twelve 3" behind number eleven and the last two stitches at 4" intervals, leaving approximately 4" between the last stitch and the trailing edge. A print is enclosed for your convenience.

It is not necessary to install reinforcing tape under the stitches but merely stitch through the standard finish of the wing and install a strip of pinked tape over the rib and stitching.

This matter is urgent not only from a standpoint of safety but will be necessary before the ship can be relicensed.

If you have disposed of your airplane kindly forward this bulletin to the present owner. Please acknowledge receipt of this bulletin, advising when the stitching was completed.

TAYLORCRAFT AVIATION CORPORATION

Harold White
Service Manager

VITALLY IMPORTANT SERVICE BULLETIN

SUBJECT: The one plan which must be adhered to strictly to improve service on repair parts.

No one realizes more than we do, the difficulties that our customers are having in obtaining repair parts from us to keep their planes in the air and thus aid in the war effort. In a few cases, we undoubtedly are at fault, but in the great majority of cases, the material situation that has developed from the war is responsible. All raw material entering into aircraft production is considered by government authorities and Army men to be critical. There is shortage upon shortage of steel tubing, aluminum, and other items which we use here at Taylorcraft.

The War Production Board now realizes that the light airplane is very essential in the war effort for the preliminary training of airplane and glider pilots. Due to the realization of this, they have inaugurated a plan whereby spare parts for ships in the fields can be assigned a high priority rating.

The essence of the plan is that all spare parts are to be sold from stock by a distributor, with no preference rating necessary for the ultimate consumer to make a purchase. The distributor, however, must extend a preference rating to the manufacturer. This is a very simple procedure under War Production Board limitation order L-63.

Under this plan, a distributor files with the War Production Board, Form Pd-1-X and report form 336 for this stock of material. The WPB upon receipt of a properly executed Pd-1-X form, will attempt to assign a preference rating that is high enough to enable the manufacturer to produce and the distributor to obtain his needed requirements. When the inventory of the distributor reaches what he considers to be a minimum, he again files a Pd-1-X for material to bring his stock up to the maximum permitted level.

THE PROPER OPERATION OF THE ABOVE PLAN IS THE ONLY WAY WE CAN POSSIBLY IMPROVE OUR SERVICE ON REPAIR PARTS TO OPERATORS AND SHIP OWNERS. It places full responsibility on the distributor for the distribution of parts in his territory. At the same time, it will compensate the distributor for his efforts. Military requirements which tax our production and materials available will limit the speed with which we can build up these distributor stocks but we assure you that we realize our responsibility as manufacturers and will do everything possible.

Service Bulletin #31 (cont'd)

9/2/42

35

Page -2-

YOU WILL READILY UNDERSTAND THAT IT NOW BECOMES IMPERATIVE THAT EACH AND EVERY DISTRIBUTOR ASSUME AND DISCHARGE HIS RESPONSIBILITY IN STOCKING PARTS ADEQUATE TO SERVICE HIS TERRITORY. In the event any distributor fails to cooperate by arranging promptly to order and stock parts, it is under these circumstances impossible for us to protect him on commissions and it becomes necessary that we make new arrangements for parts distribution which will, in as far as possible, provide good service.

ALL FUTURE ORDERS RECEIVED BY THE MANUFACTURER WILL BE FORWARDED TO THE DISTRIBUTORS. Dealers, operators and owners must be advised as promptly as possible to order direct from their distributors. The sooner we can install and work this system, the sooner we will be able to give satisfactory service.

We are confident each and every distributor will realize the importance and necessity for this change in policy and cooperate to the fullest extent.

Harold White, Service Mgr.
TAYLORCRAFT AVIATION CORP.
Alliance, Ohio

PS - The form letter which will be sent to those ordering direct is inclosed.

TAYLORCRAFT AVIATION CORPORATION

SERVICE BULLETIN # 32

ACTION INDICATED HEREIN SHOULD BE TAKEN: IMMEDIATELY.

MODELS AFFECTED: D

SHIPS AFFECTED: SERIAL NUMBERS:

4146	4177	4186	4193
4147	4178	4187	4194
4149	4179	4188	4195
4151	4180	4189	4196
4152	4181	4190	4197
4162	4184	4191	4198
4175	4185	4192	4199

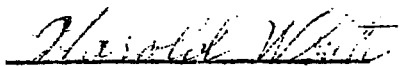
LOCATION AFFECTED: Wing & Aileron, aileron activating link.

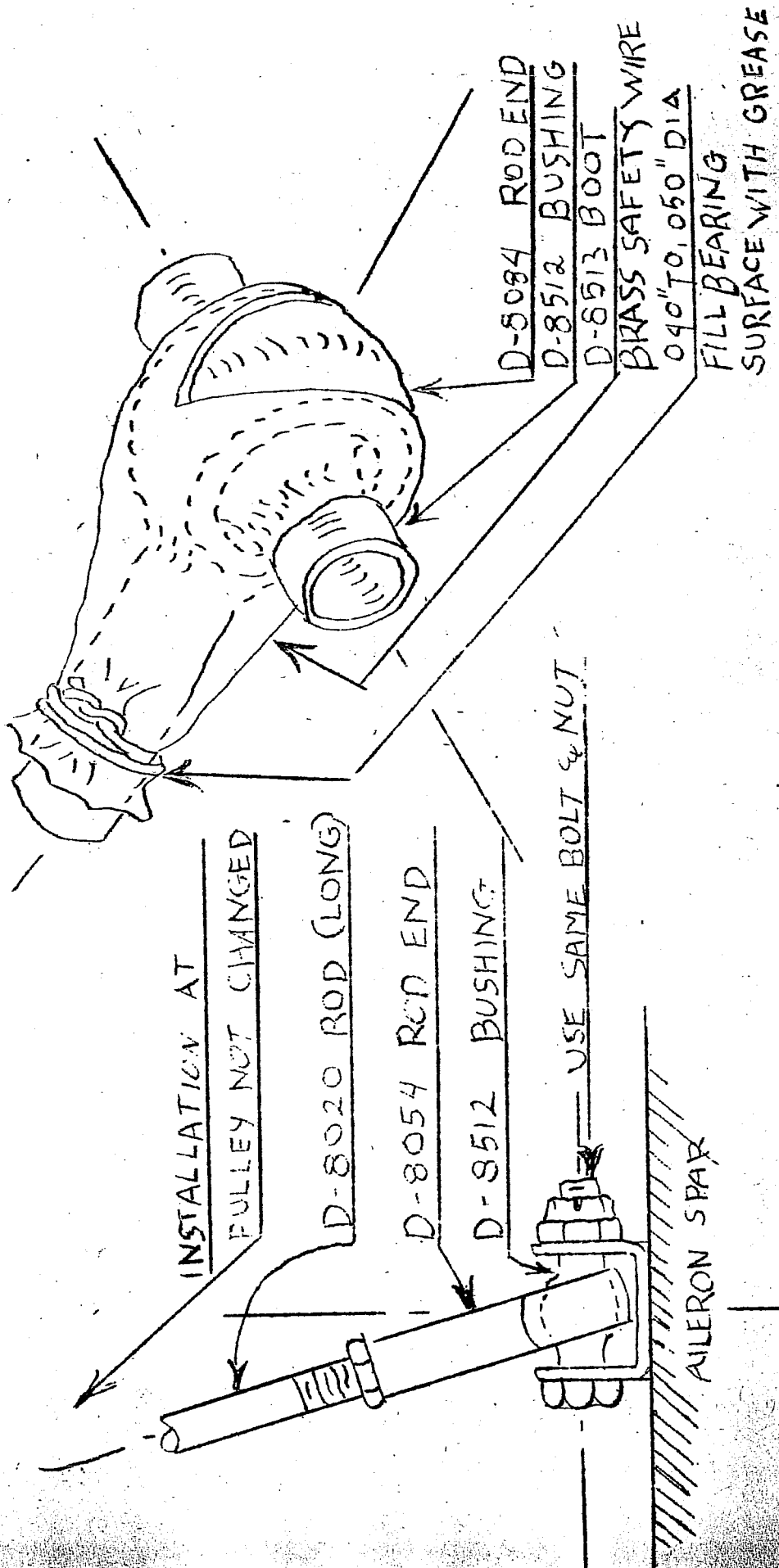
PART AFFECTED: Aileron drag link installation.

CHANGE NECESSARY: Remove link from pulley in wing & fitting on aileron control point. Reinstall according to attached diagram using new parts enclosed.

PARTS NECESSARY: Additional parts enclosed D-8020, D-8054, D-8512, and D-8513.

ACKNOWLEDGEMENT: Receipt of this bulletin and compliance with its instructions must be acknowledged on the enclosed card to Taylorcraft Aviation Corp. Service Department.


Harold White
Service Manager



BOOT SHOULD BE INSTALLED OVER ROD END & BUSHING AS SHOWN TO THE RIGHT BEFORE LINK IS INSTALLED AT AILERON

S-E-R-V-I-C-E . B-U-L-L-E-T-I-N

Page No. 1 of 1
Bulletin No. 33
Date 1/21/43

TAYLORCRAFT AVIATION CORPORATION

ALLIANCE, OHIO

Subject: Recommended servicing of motor mounts on all Franklin and Lycoming powered ships of the B, B-12, and D series airplanes.

Reason for Servicing: To preclude the danger of motor mount failure.

Airplanes Affected: All those listed under subject above.

Accomplishment: Recommended servicing to be accomplished by the owner of the aircraft.

Description of Servicing: It is recommended that the procedure suggested in Safety Regulation Release No. 129 of September 29, 1942, prepared by the Department of Commerce, Civil Aeronautics Administration, Washington, D. C., be complied with and that any mounts found to be defective be returned to the factory for investigation and repair. It is further suggested that all motor mounts on these ships be replaced after 800 hours service.

Harold White.

Harold White
Service Manager

S E R V I C E B U L L E T I N

Page No. 1 of 3
Bulletin No. 34
Date 1-21-43

TAYLORCRAFT AVIATION CORPORATION
ALLIANCE, OHIO

Subject: MODIFICATION OF ELEVATOR TRIM TAB MECHANISM, Models B12 and D

Reason for Change: Eliminate possibility of flutter in trim tab surface

Airplanes Affected: Change to be accomplished on airplanes Taylorcraft
Serial Numbers.

Model B12

2401; 2501 through 2504; 2529 through 2599; 2600 through 2654; 2680 through 2694; 2701 through 2739; 2742 through 2760; 2762 through 2772; 2783 through 2787; 2792 through 2845; 2860 through 2873; 2877 through 2889; 2900 through 2932; 2939 through 2974; 2986 through 3003; 3005 through 3050; 3079 through 3096; 3101 through 3107; 3135 through 3142; 3144 through 3151, 3164 through 3175; 3183 through 3200; 3202 through 3221; 3237 through 3249; 3258 through 3270; 3275 through 3278; 3281 through 3312; 3328 through 3330; 3356 through 3371; 3384 through 3397; 3399 through 3400.

Model D

4000 through 4005; 4007; 4012 through 4026; 4028 through 4030; 4032 through 4042; 4044; 4048; 4055; 4068 through 4070; 4072 through 4074; 4076 through 4085; 4087 through 4096; 4098 through 4118; 4121 through 4124; 4126 through 4128; 4130 through 4133; 4135 through 4152; 4156 through 4164; 4166 through 4171; 4174 through 4179; 4181 through 4183; 4184 through 4191; 4195 through 4199; and subsequent airplanes will be modified prior to delivery.

Accomplishment: Change to be accomplished by the owner.

Description of Change:

1. Run tab from extreme "nose down" position to neutral.
2. Grasping the trailing edge of the surface, determine the amount of travel in the tab surface at the trailing edge. (Fig. 1)
3. If this travel is $3/8$ " or less this bulletin has been accomplished, the mechanism is considered satisfactory and the remainder of the bulletin is void.
4. If this travel is in excess of $3/8$ ", remove the inspection plate in the lower surface of the elevator giving access to the trim tab activating mechanism.
5. By moving the tab surface through its angle of play several times, the joints in the system showing a large amount of play can be determined.

6. If selecting and installing new bolts manufactured to the high side of their tolerance does not result in bringing the play of the surface within $3/8$ " as described in sections 1, 2, and 3 above, the parts indicating excessive wear by the play in the joints should be replaced in order to accomplish this.

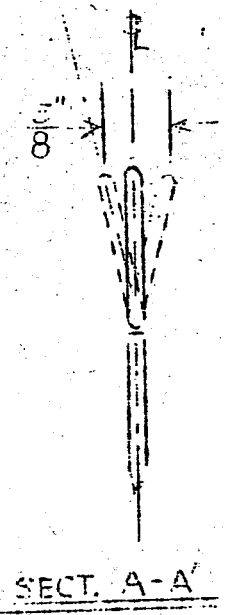
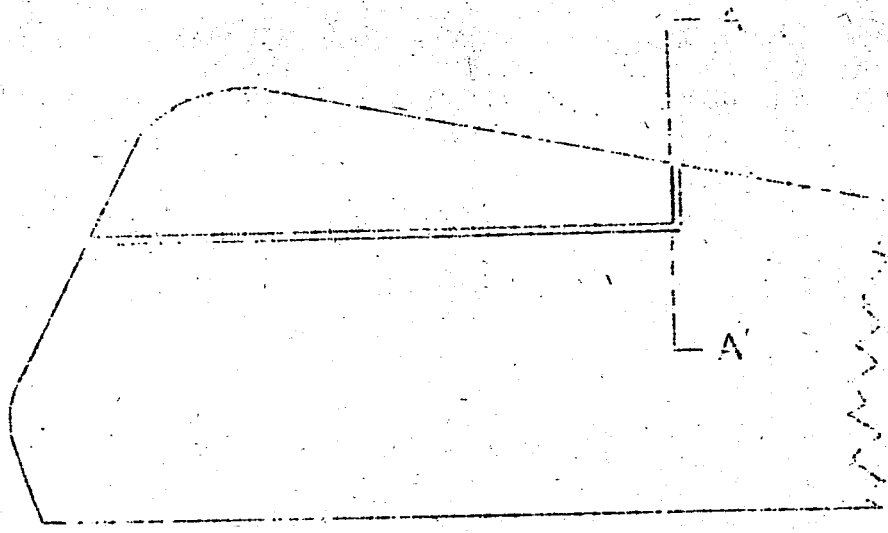
7. Replace the inspection plate.

Parts Required per Airplane: Parts required (See Fig. 2) and their number are indeterminate. They can be secured from the factory by writing and indicating the parts needed, the model and serial number of the ship for which they are being purchased.

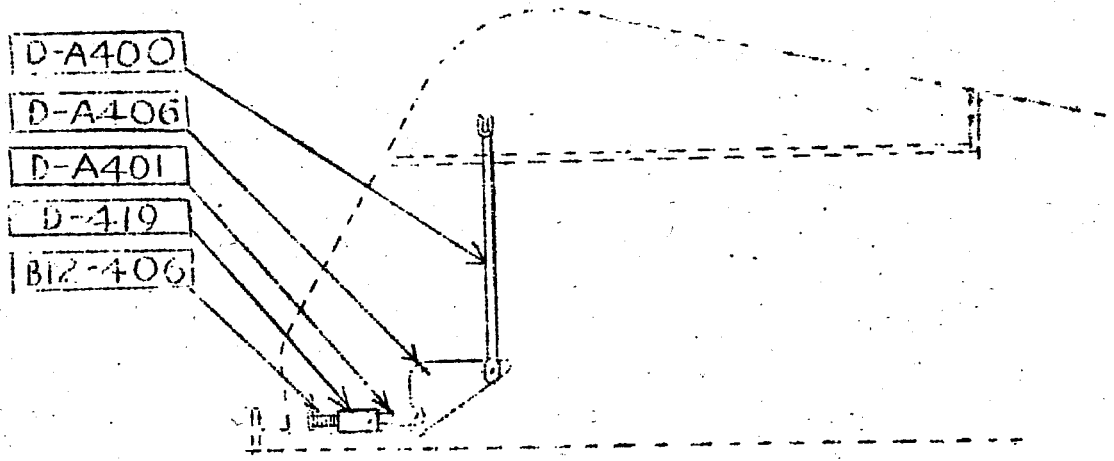
Special Tools Required: None

Acknowledgment: Receipt of and compliance with this bulletin must be acknowledged on the enclosed card.

Harold White
Harold White
Service Manager



— FIG. 1 —



— FIG. 2 —