Taylorenge

Fuselage

World War III he light planes proved the worth. Used for air observation and liaiso work these "aerial jeeps" also carried medica supplies to front line troops, transported the wounded, and flew mail and dispatches to remote corners of the flighting front. The main job, however, was artillery spotting. Mos artillery barthlions consisting of three batheries were "equipped" with two light planes. Know to the enemy as "Hell Raises" they wen much feared because they meant artillery fin that grew more accurate and deadly as the planes hovered.

the battlefront nickname of "Grashopper" probably because they were flown at tree top altitudes and hopped in and out of small rough fields.

seekers to far away vacation spots and busy executives to their desks in the city. Safe and easy to fly, the Taylorcraft is helping to advance the age of personal flying. In fact many of Americas' trained fliers in all branches of aviation learned to fly in a Taylorcraft.

The Taylorcreft is a general purpose twoside-by-side cabin, high wing monoplant signed for pleasure and business flying. Although the service ceiling of the 'Cn

10 DRAW guide wing as shown.

CARVE to rough shape using lines as guide.

Although the service ceiling of the 'Craft is 15,000 feet it holds the world's lightplane altitude record of 24,311 feet.

Fuselage, wing and empennage are fabric covered. Light wing loading (large wings in relation to body) and many built-in safety features make the Taylorcraft easy and safe to fly.

PERFORMANCE:

arcooled engine, the Jayloccatt attains a maximum speed of 105 m.p.h. and a cruising speed of 95 m.p.h. The take-off run of & fully loaded 'Craft is 350 feet. The plane climbs 600 feet the first minute, has a service eeiling of 15,000 ft., a cruising range of 378 miles and lands at 38 m.p.h. The fuel consumption is 4.5 gallons per hour or about 21 miles to a gallon of fuel.

PECIFICATIONS

General
Specifications
22' Gross Weight (lb

A T I O N S

Dverall 22' Gross Weight (lbs.) Dverall 6'6' Gas Tank Capacity aan 36' Luggage (lbs.) 5'3" Luggage (lbs.)

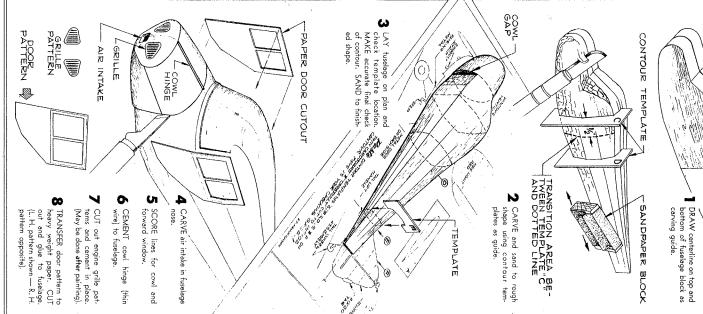
AERODYNAMICS
PROPELLERS AND MOTORS

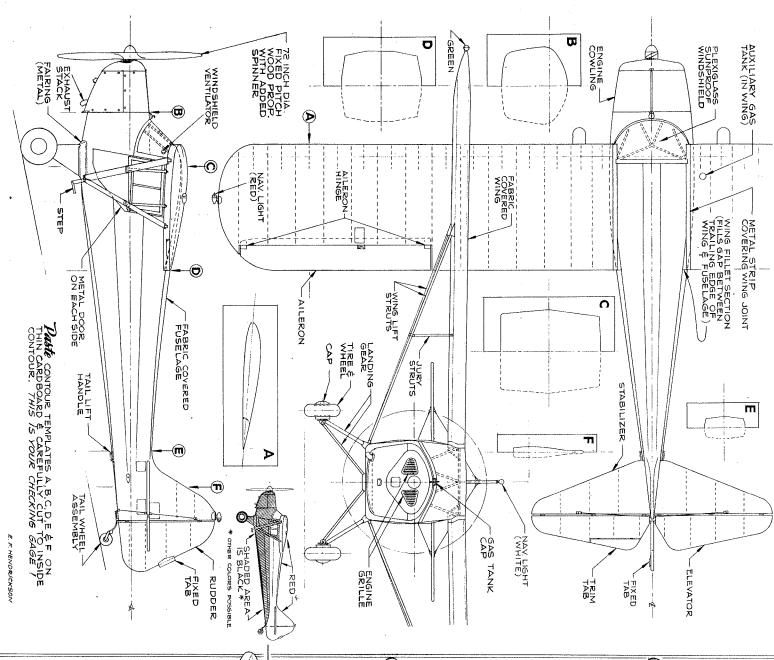
Design and Development Dept.

Ine wing, not the engine, makes an airplane ity. A glider for instance files without power. In its any airplane can maintain its speed by nosing down a little and going into a glide. A gli however, means a gradual loss of altitude and eventually the plane must land. Updrafts meanty the plane upward for a time but they are unreliable and difficult to find, and cannot depended upon as a source of power. The engine and propeller, then, provide the needed nable source of power. The propeller drives the airplane forward, and the wings take care the lift. Mount an engine and propeller on an automobile or coaster wagon and it will provide them forward as it does the plane.

The cross section of propeller blade is similar to the cross section of a wing. The blade catches the air, throws it back and thereby gets the forward force which propels the plane.

In the thin upper reaches of the atmosphere a propeller loses its efficiency. Aircraft operating at high altitudes are equipped with variable pitch propellers. The pitch or angle of the blade's surface can be varied to take a bigger bite of the thin air. Light places such as the Taylorcraft propellers are the contractions of the thin air contractions are the propeller to the thind that the food sixth according to the thind that the propeller loses its efficiency.





MAIRCRAF

