

# TAYLORCRAFT



## AVIATION CORPORATION

14600 COMMERCE N. E.

P. O. BOX 243

ALLIANCE, OHIO 44601

April 24, 1970

Willard I. Carson  
Carson Airport  
Troy Mills, Iowa 52344

Dear Sir:

Thank you for your letter and picture. We didn't know if you wanted the picture returned, so if you do, please advise.

Our plant is opened five days a week from 7 A.M. to 4:30 P.M. and we would be happy to show you through the plant any time. Should you fly in, Barber Airport just north of Alliance is two miles from the plant.

We have entered your name on our mailing list for future contact. Thank you again.

Sincerely yours,

Charles Feris  
President

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P.S. I owned and operated the Hinsdale Airport in Hinsdale Illinois for 30 years.

We are now remodeling 1946 and later date models to our 1951 Deluxe Specifications on same, and from the interest shown locally, it seems there will be quite a few modern 65's in operation by the end of this year. The program can and will install heavier fittings where necessary, so the operator can install an 85-8 motor without any further changes. Of course, if you decide to install a motor with Generator and Starter, at this time you will have to have the larger motor mount, top and bottom cowling, also Exhaust Stack, which can be obtained at modest cost.

If your present ship has a fair to good motor in it, you should check your covering. If bad or doubtful, NOW is the time to have the changes made. As you know, there is very little difference in the appearance of our two popular models, both inside and outside. Both models have the Skylights in the top of the cabins, and large rearwindows in the back, plus the new and longer Headlining. They also have ~~two~~ tone upholstery with foam rubber cushions, and are the last word in comfort and appearance.

Listed here are the changes and cost of same

- |  |    |               |
|--|----|---------------|
| 1. Strip all surfaces clean of reprim <del>E</del>   | \$ | NC            |
| 2. Install welded metal frame, two in top of cabin finished inside with chrome metal molding   |    | 18.00         |
| 3. Install rear window frame and windows, finished inside with chrome molding, outside with rubber molding. These windows can be changed without disturbing the fabric.                    |    | 26.00         |
| 4. Install new longer Headlining.  |    | 24.00         |
| 5. Install all new two-toned seat back and bottom, with foam rubber cushions.  |    | 45.00         |
| 6. Install new floor mat and heel plate.   |    | 2.50          |
| 7. Complete recovering. Install all new inspection plates with 9 coat finish- 4 clear dope, 1 silver, 4 pigment. We are using DuPont products, which give a beautiful long lasting finish. |    | 475.00        |
| THE ABOVE FOR THE 65 H.P. FOR ONLY.....  | \$ | <u>590.00</u> |

For Installation of 85 H.P. -at later dates

- |   |    |              |
|---|----|--------------|
| 1. Wing butt fittings.  |    | 12.00        |
| 2. Spar Fittings at struts.   |    | 16.00        |
| (These fittings will not change the installation of present 65 H.P. Motor.) | \$ | <u>28.00</u> |

If you are interested, contact us at once - as the prices of labor and materials are advancing daily.

A BIT OF HISTORY OF THE TAYLORCRAFT AIRCRAFT , WILLARD I. CARSON  
Design by Mr. C.G.Taylor, Alliance, Ohio about 1937 Model A NC-19049  
Powerplant Continental A-40-4 single ignition, no brakes , has tail skid  
1938 added dual ignition and brakes, full swivel tailwheel .  
Late 1938 , 50 H.P. engines Lycoming, Menasco, Franklin and Continental.  
Late 1939 , 65 H.P. engines Lycoming, Franklin and Continental.  
Model BC-12 BL-12 and BF-12 Manufactured in 1941

Tandem Trainers Mfg. from 1942 mostly for the army. Model L-2 & L-2 M  
Civilian models were DCO With Continental, Lycoming and Franklin eng.

Production of the BC-12-D commenced in 1945 through 1947 65 HP.

Production of the BC-12 D-85 in 1948 85 HP.  
Production of the model 19 -85 ln 1951 85 HP.

Produced four place powered with Cont. 145 HP. about 1949 - 1950

Produced four place powered with Cont. 225 HP. about 1952

My Taylorcraft N 29624 BC 65 Serial no. 2466 Mfg. Dec.10,1940  
I purchased it August 23,1943 have owned it over 24 years.  
I was through the Taylorcraft Factory in 1938.

I have read in the Private Pilot Magazine that Taylorcraft is  
reorganizing and going into business. Dated Jan.1968  
Mr. Al Barber, former Taylorcraft test pilot and Mr. Chuck Ferris  
former distributor are teaming up , have all the jigs and approvals  
Will set up at the Barber Airport, Alliance, Ohio 44601  
Possibly get some literature from them.

Sincerely Willard I, Carson, Airport, Troy Mills, Ia