

# *TAYLORCRAFT*



*for* 1940



## The Modern Magic Carpet

● 1940 sees the *Taylorcraft* more beautiful than ever before. Its graceful streamlined design represents a skillful blending of function and form, and it may justly be called the style leader of its era.

*Taylorcraft's* beautiful new cowling, without bulk or exaggeration, blends neatly into the sleek contours of this modern airplane that is the symbol of streamlined fleetness and grace.

**C**RUISING comfortably along at a mile and a half a minute at automobile operating cost ... Or with the seaplane, four times as fast as the "speedboat" selling for the same price ... And not confined to zigzag, traffic filled roads; nor, like the speedboat, to a single body of water ... But free to go "as the crow flies" straight to remote cities or fishing grounds ... Modest in first cost and low in upkeep ... Easy to learn to operate ... Offering you the sport supreme ... the

### **New 1940 Taylorcraft**

Built by men who have pioneered this business, the *Taylorcraft* is backed by an unsurpassed record of experience. The name of C. G. Taylor, President of this company, is known throughout the aeronautical world as a pioneer and leader in the design and production of the popular priced airplane. The great majority of light airplanes have followed from his original designs. Richard H. Depew, Jr., Vice President and General Manager of *Taylorcraft*, is one of the world's pioneer aviators who started flying twenty-eight years ago in 1911 and is still an active licensed pilot. Around these men is an organization of skilled craftsmen, insuring to *Taylorcraft* continued leadership in its field.

But more than style underlies the *Taylorcraft's* outward beauty to set it apart as the leader of today's low-priced aircraft. The distinctive combination of *Taylorcraft* features, its superb flying characteristics, and remarkable performance cannot be matched in any other airplane within its price range.

While it is improved and refined, *Taylorcraft's* fundamental design and aerodynamic features remain unchanged. The stability, ease of control, and safety for which its predecessors have won world renown, have been accentuated in this new 1940 model.

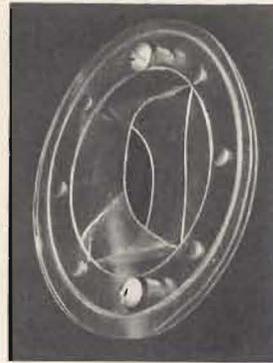
As you check the many exclusive *Taylorcraft* differences and advantages on the following pages, you will agree, here indeed is an airplane that is well in the forefront of all others in its class.

All the features that "count" are incorporated into this modern engineering achievement to give you an economy airplane that you can well be proud to own. *Taylorcraft* is a step ahead.



### New Streamlined Cowling\*

• Taylorcraft brings a new trimness in this beautiful model with a cowling that completely covers the motor and features a new single under cabin exhaust that is quiet beyond compare.



### Air Conditioning

• Taylorcraft's new transparent ventilators air condition the cabin without draft, and are easily adjusted to the desired air flow. Adjustable window ventilation is also standard on all models.

### Accessibility\*

• By merely turning the hood catches, the motor is easily accessible with this new cowling that affords complete motor protection and real streamlining.



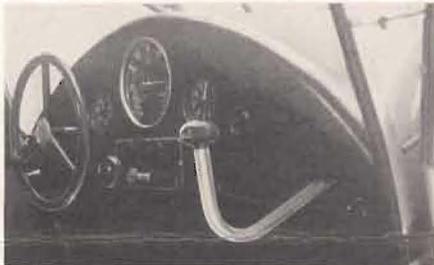
### An Attractive and Practical Dash

• Taylorcraft's instrument panel is neat in arrangement and is equipped with Altimeter, Air Speed, Tachometer, Oil Pressure and Oil Temperature



Gauges, Ignition Switch, Throttle, Primer, Push-pull Gas Shut Off and Parking Brake Control. Chrome plated wheel shafts are also standard equipment.

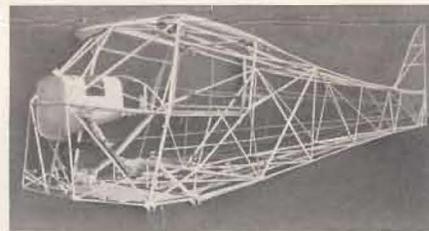
### Wheel or Modernized Stick Control



• Optional, wheel or stick control as offered **Only by Taylorcraft**, leaving a clear and unobstructed floor space. Either is readily interchangeable, permitting in one airplane, dual wheel, dual stick, or wheel and stick control.

**This exclusive** development now makes it possible to give both types of instruction in the same ship. Taylorcraft's smooth control is another reason why it is so easy to fly.

### Taylorcraft's Fuselage



• These scientifically braced seamless steel tubes are welded by experts to provide a **four longeron** fuselage which far exceeds strength requirements.

Taylorcraft is built to stand abuse. Zinc chromate primer is used throughout as a precaution against corrosion.

### Room and Comfort

• Generous cabin dimensions and wide "chair-height" side by side seating assure you of the utmost comfort and sociability in the Taylorcraft. Seat is adjustable to allow ample head room when parachutes are carried. **All Taylorcrafts are sound proofed for additional quietness.**



A cabin floor carpet is also standard equipment. Choice of attractive Bedford Cord or leatherette upholstery.

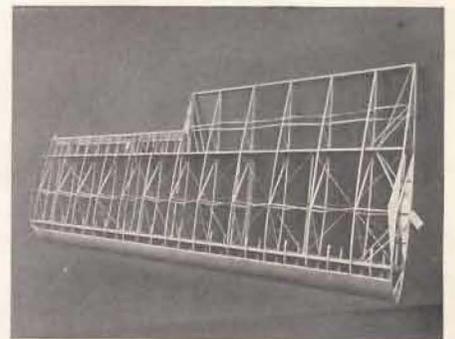
### Range of Vision

• A most important feature for safety and pleasure is range of vision. The Taylorcraft provides it to an unusual extent, ahead over the engine hood, similar to an automobile. Note the compass mount above.



### Unseen Quality

• Ruggedness and dependability have dictated the excellent construction of Taylorcraft's wing. In addition to the unique sturdiness of its design, the finest materials are incorporated to guarantee maximum strength.



The ribs and leading edge are constructed of corrosion-resistant Nicraluminum, a material that possesses a much higher strength factor than less modern constructions of plywood, as used in some ships. Finest obtainable spruce spars are treated with three coats of varnish, and fibre bushings are used at points of high loading. Many vitally important and expensive construction methods are employed for your complete security.

\* Available on Lycoming and Continental powered models only.



● On July 23rd, Hunter and Humphrey Moody took off from the Springfield Municipal Airport in their Lycoming powered *Taylorcraft* and remained in constant flight for over 14 days, landing August 6th at 10:46 P. M. only because of a severe electrical and wind storm.

Doubtless, you would never have occasion to use your *Taylorcraft* as severely as did these brothers whose flight established a new world's endurance record for light airplanes, but it is reassuring indeed to know that *Taylorcraft's* tremendous reserve of stamina and dependability are at your service.

A few of the many features contributing to *Taylorcraft* dependability and quality are:

All pulleys and controls turn on bronze bearings. *Taylorcraft's* landing gear fittings, ailerons, and tail surfaces are fitted with replaceable bronze bushings.

A rubber mounted fuel tank with tie-rod

mounting is self-tightening and cannot jar out of place.

All control cables are of preformed flexible steel and are fitted with cadmium plated steel thimbles on all end splices, insuring maximum strength.

*Taylorcraft's* wing and tail tie rods are self-aligning to eliminate breakage from vibration.

Landing wheels are equipped with Timken roller bearings.

*Taylorcraft's* metal ribs are repairable or replaceable individually, without necessitating the removal of adjacent ribs from the spar.

*Taylorcraft's* detachable motor mount may be repaired or replaced without affecting fuselage.

*Taylorcraft's* wheel brake cables are easily accessible from the inside of cabin by merely removing one plate.

Aileron spars are reinforced at every fitting.

All *Taylorcraft* wings are wired for lights.

All *Taylorcrafts* are constructed with cabin heater vent. Heaters may be installed quickly and easily.





Distant lakes and seashores are within easy reach of this sporty seaplane that captured two world's records in 1939. Flown by Dewitt Eldred, a 215 pound pilot, a Lycoming 55 h. p. *Taylorcraft* seaplane set the following world's records: January 7, 1939, New York to Daytona Beach Florida; non-stop, non-refueling. April 22, 1939, 2000 kilometers (1242 miles); non-stop, non-refueling; taking off with 74 gallons of gasoline, over six times its normal fuel load.

There are no seasonal limitations with the *Taylorcraft* seaplane, and it incorporates the pleasures of speed boating with the thrills and advantages of flying. In the winter months, this ship may easily

be converted into a land or ski plane by merely removing the floats and installing either wheel or ski gears.

The aggregate cost for this utility plane . . . with all equipment, is less than the average speed boat, and now, with the 60 and 65 h. p. motors, it is giving even greater performance than ever before. The cost of operation on this ship, compared on a mileage basis, is but a fraction of speed boat operating costs.

Sand blasted tubing, oil treated internally . . . outer coats of zinc chromate and silver paint . . . stainless steel cables . . . all are standard equipment on the *Taylorcraft* seaplane.

# 1940 TAYLORCRAFT AVAILABLE WITH THE FOLLOWING MOTORS

Lycoming	—	50 HP
Lycoming	—	55 HP (Dual Ignition)
Lycoming	—	65 HP (Dual Ignition Optional)
Continental	—	50 HP (Dual Ignition Optional)
Continental	—	65 HP (Dual Ignition Optional)
Franklin	—	50 HP (Dual Ignition Optional)
Franklin	—	60 HP (Dual Ignition Optional)

## STANDARD EQUIPMENT

Dual Wheel Control	Oil Pressure Gauge	Chrome Plated Control Wheel Shafts
Airspeed	Bedford Cord or Leatherette	2 Cabin Ventilators (Adjustable)
Tachometer	Upholstery	Adjustable Window Opening
Altimeter	Floor Carpet	Fire Extinguisher
Oil Temperature Gauge	Sound Proofing	First Aid Kit

## EXTRA EQUIPMENT AVAILABLE

Brakes and Tailwheel	- - - - -	8 lbs.	Compass	- - - - -	1.5 lbs.
Brakes (with Standard Tail-Skid)	- - - - -	6 lbs.	Extra Door and Window	- - - - -	5 lbs.
Steerable Tailwheel	- - - - -	3 lbs.	Cabin Heater	- - - - -	2 lbs.
Wheel Pants	- - - - -	6 lbs.	Genuine Leather Upholstery	- - - - -	5 lbs.
Modernized Stick Control (Interchangeable with wheel control)	- - - - -	No Inc.	Navigation Lights and Storage Battery	- - - - -	12 lbs.
Dual Ignition	- - - - -	11 lbs.	Extra 6 gallon Gas Tank and Hand Pump	- - - - -	8 lbs.

## SPECIFICATIONS AND PERFORMANCE

All performance figures quoted herein on 65 HP under full load condition.

Take-Off Run (With full load)	- - - - -	390 feet	Fuel Consumption (At 2100 RPM)	- - - - -	3.75 gal per hr.
Landing Speed	- - - - -	35 mph	Span	- - - - -	36 feet
Climb, First Minute	- - - - -	620 feet	Length	- - - - -	22 feet
Top Speed	- - - - -	105 mph	Height	- - - - -	6 ft. 8 in.
Cruising Speed	- - - - -	95 mph	Empty Weight	- - - - -	640 lbs.
Cruising Range	- - - - -	250 miles	Useful Load	- - - - -	510 lbs.
Absolute Ceiling	- - - - -	17000 feet	Pay Load	- - - - -	260 lbs.
Oil Capacity	- - - - -	4 qt.	Gross Weight	- - - - -	1150 lbs.
Fuel Capacity	- - - - -	12 gal.	Baggage Allowance	- - - - -	30 lbs.
Oil Consumption	- - - - -	¼ pt. per hr.	Accessory Allowance	- - - - -	60 lbs.

The manufacturer reserves the right to change the design and/or price of the *Taylorcraft* airplane at any time without notice and without liability therefor.

# TAYLORCRAFT AVIATION CORPORATION

## ALLIANCE, OHIO