

TAYLOR JT-2 TITCH

Issue 4
dated 8.1.07

Addition of requirement for fireproof ID plate at section 13

1. UK contact

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2. Description

The Taylor Titch is a small sporting single-seat low wing aircraft of wooden construction, originally conceived in the 1960s as a midget racer, which has been built in small numbers in the UK, and also in many other countries. The Titch is built from a set of plans, using traditional construction techniques.

3. Fast Build Kit 51% Compliance

Not applicable – plans built aircraft.

4. Build Manual

Nil. Construction drawing set provides all required information, consisting of the following:

| | | | |
|---------|---------------------------------|-----|-------------------|
| Sheet 1 | Specification & General details | T3 | Wing Construction |
| | Sequence of Construction | T4 | Tail Unit |
| | Elevation of Mk II & III | TR2 | Rib Sheet |
| R1 | Rib sheet # 1 | | |
| R2 | Rib Sheet #2 | | |
| R3 | Rib sheet #3 | | |
| R4 | Rib sheet #4 | | |
| R5 | Rib sheet #5 | | |
| 2 | Fuselage Layout | | |
| 3 | Wing Construction | | |
| 4 | Tailplane Construction | | |
| 5 | Undercarriage Assembly | | |
| 6 | Flying Controls | | |
| 7 | General Fittings | | |
| 7A | General Fittings | | |
| 8 | Fuselage | | |

5. Build Inspections

Build inspection schedule 1 (wooden aircraft).

Inspector approval codes A-A or A-W. Inspector signing off final inspection also requires 'first flight' endorsement

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6. Maintenance Manual

Nil available. In the absence of other information, refer to LAMS schedule.

7. Flight Manual

Nil available.

8. Mandatory Permit Directives

None applicable specifically to this aircraft type, but note

MPD: 1998-019-R1 Flexible Fuel Tubing Applies to all aircraft

9. LAA Mandatory Modifications

Nil.

10. Service Bulletins

Nil known

11. Standard Options

Drawings show alternative cockpit style and undercarriage. Custom made Grove undercarriage also cleared on G-BABE.

12. Special Inspection Points

- Builder interpretation of areas which are sparsely detailed on the drawings, such as canopy hinges, canopy latches, fuel tank, engine controls, exhaust system, cowlings, wheel brakes, cockpit harness, flap system etc.
- Adequate gravity feed if gravity fed engine used, with aircraft in steep climb attitude.
- Choice of undercarriage spring material for cantilever spring type leg.

13. Operating Limitations and Placards

Maximum number of occupants authorised to be carried: One

The aircraft must be operated in compliance with the following operating limitations, which shall be displayed in the cockpit by means of placards or instrument markings:

Aerobatic Limitations

Intentional spinning is prohibited

Aerobatic manoeuvres are prohibited

Loading Limitations

Maximum Total weight Authorised: 408 Kg (900 Lbs)

CG Range: 10.9 inches to 13.1 inches aft of datum.

Datum Point is: Leading edge of wing at the root

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Engine Limitations

Maximum Engine RPM: Continental O-200: 2750
Continental C90: 2625
Continental C85: 2575

Airspeed Limitations

Maximum Indicated Airspeed: 202 mph (175 kts)
Max airspeed flaps down: 90 mph (80 kts)

Other Limitations

The aircraft shall be flown by day and under Visual Flight Rules only.
Smoking in the aircraft is prohibited.

Additional Placard

"Occupant Warning - This Aircraft has not been Certificated to an International Requirement"

Fireproof identification plate must be fitted to fuselage, engraved or stamped with aircraft's registration letters.

14. Special Test Flying Issues

Nil

15. Control surface deflections

| | |
|-----------|------------------|
| Ailerons | Up: 24 degrees |
| | Down: 10 degrees |
| Elevators | Up: 25 degrees |
| | Down: 25 degrees |
| Rudder | Left 30 degrees |
| | Right 30 degrees |
| Flap | Down 60 degrees |

Approved :

F.R. Donaldson
Chief Engineer

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