

# **FERIS FLYING SERVICE**

---

---

Hinsdale Airport    Route 1    Hinsdale, Illinois

Phone FAculy 3-9895



Feb. 19

Dear Sirs:

We cannot help you on any parts for conversion to 85hp. We suggest you contact Mr. Jack Gilberti, Hopewell Airport, Alliquippa, Penna., for this approval.

Sincerely Yours,

*C. Feris*  
Charlie Feris.

Gilberti Aviation  
Box 246  
Aliquippa, Pennsylvania

Gentlemen:

Thank you for your inquiry regarding modification of Model E12 or BQ12D Taylorcraft to Continental 85 H.P. engine.


We have been granted approval from Federal Aviation Agency under Supplemental Type Certificate No. SAL-210 for this modification and offer it in the form of two sets of blueprints.

One set of 12 blueprints, selling for \$10.00, outlines all changes necessary for conversion to Continental 85-3 ~~engine~~ engines. Some of the changes included are strengthening of the wing front spar, wing butt fittings, lift strut fittings, fuel system installation, flight manual, etc.

Another set, selling for \$50.00, converts Models E12 and BQ12D Taylorcraft to Model 19. This set includes all of the above drawings plus 14 drawings outlining additional changes. Some of these are exhaust stacks, engine mount, baffles, cowling, engine installation, electrical installation, fuselage assembly, extra large baggage compartment, rear windows, new interior, extra fuel capacity, etc.

Again, thank you for your interest, and if we can be of assistance in your modification or conversion, we will be happy to be of service.

Sincerely,

  
Gilberti Aviation

## 85 H. P. Conversion

The following changes must be complied with:

1. All fuel lines must be changed from 1/4" I.D. to 5/16" I.D. This will make it necessary to install a new gascolator, since there is no stock in the Tillotson type to permit tapping for larger fittings.
2. Wing and fuselage tank must be inter-connected by vent lines.
3. An airtight gas cap must be used on fuselage tank, and the wing tank cap for this installation is part #B12A37 designed to provide adequate pressure for fuel flow. Since the fuselage tank must be airtight, a suitable gauge part #BA38-1 must be installed.
4. The fibre bushing in the spar butt fittings will have to be changed to 5/8" O.D. This necessitates redrilling the spars.
5. The strut and butt fittings will have to be changed to .095 material to be as heavy as those employed in the BC12D-85.
6. A new type lower engine cowl must be used in order to get proper cooling. This is the most important change. All modifications must be complied with to get the airplane licensed.
7. A 90 H. P. substitution is not permissible.

TAYLORCRAFT, INC.

Jack Gilberti  
Engineer

Taylorcraft Conversion of BC12D-65  
to BC12D-85 Aircraft

85 H. P. Conversion Kit

Quantity	<u>Part No.</u>	<u>Item</u>
1	BA-809-L	Fittings, Strut - Front Spar
1	BA-809-R	Fittings, Strut - Front Spar
1	B-809-L	Fittings, Strut - Rear Spar
1	B-809-R	Fittings, Strut - Rear Spar
1	AA-806-L	Fittings, Butt Front Spar
1	AA-806-R	Fittings - Butt Front Spar
10	5/16" O.D.	Fibre Bushings
1	B-905	Line Assy. Flex. Fuel 12" 5/16" I.D.
1	B-9055-1	Line Assy. Flex. Fuel 8" 5/16" I.D.
1		Gas Tank Cap - Fuselage for 85 H. P.
1	Special	Gas Tank Wing Vented for 85 H. P.
1		Line Assy. Wing Tank 5/16" Aluminum
1		Vent Line Copper
1		Fuel Strainer
2		Valve Fuel Shut-off 5/16"
1		Connector Fuel to Shut-off Assembly
2		Elbow 5/16"
1		Elbow and Screen
1		Majestic Fuel Gauge
1		Flange - Gas Tank to Gauge
4		Screws - Fuel Gauge
1		Bottom Cowling - Dzus Fastener for Filter