

Index to *Luscombe Association* Newsletters #1 - #210 • January 2011

1002 Heather Lane., Hartford, WI 53027 • 262-966-7627 fax 262-966-9627 • sskrog@cubclub.org • www.cubclub.org

Aerobatics & Racing	1
Articles, Books about Luscombes	1
History (including DLAHF & Renaissance)	1-2
Flying Techniques, Preflight & Instrumentation	2-4
Fuel & Oil.....	4
Hangaring, Tie Down, Towing, Pushing, Lifting.....	4
Legal Issues/FAA.....	4-5
Maintenance, Repair Alteration - by Component	5-22
Cockpit - doors, windows, floors.....	5-6
Cockpit - seat belts, harnesses.....	6
Cockpit - seats, upholstery, baggage area	6
Controls & Control surfaces (<i>also see Tail Surfaces</i>).....	6-7
Electrical System & Lights.....	7-8
Engines - accessories.....	8-9
Engines - Continental conversions.....	9
Engines - Lycoming conversions.....	10
Engines - maintenance & overhaul.....	10-11
Engines - mount, firewall, cowling.....	11
Engines - other conversions.....	11
Fuel System - selectors, lines, tanks	12-13
Fuselage.....	13-14
Gear - axle, legs, tie rods, spring, oleo, box.....	14-15
Gear - floats & skis.....	15
Gear - tailwheel	15
Gear - wheel pants & fairings	16
Gear - wheels, brakes, tires	16
Heating & ventilation.....	16
Instruments, switches-radio & panel.....	16-17
Maintenance, inspections & mods - general	17-18
Painting, covering & polishing.....	18-19
Placards & nameplates	19
Propellers.....	19-20
Rigging, weight & balance.....	20
Tail Surfaces	20-21
Wings.....	21-22
Miscellaneous.....	22-23
Model Info - Development, Flying Description.....	23-25
11 Series	23-24
8 (50).....	24
8A.....	24
8B.....	24
8C & D	24
8E - C85.....	24
8F - C90.....	24-25
8 Series - General	25
Colt	25
Model 1 - Phantom.....	25
Model 10.....	25
Other	25
T8F	25
Parts Sources	26

AEROBATICS & RACING

Check Vertical Fin Before Snapping	07 / 01
Recommended Entry Speeds	07 / 01
Flying the 8 Series in Aerobatics	19 / 02
Spinning an 8A	19 / 05
Be Wary of Negative G Maneuvers	19 / 05
Aerobatics with Floats	19 / 06
Clipped Wing 8A for Aerobatics	20 / 01
Recommended Entry Speeds	20 / 05
Clipped Wing 8A for Aerobatics	21 / 02
Doing Lazy 8s	23 / 04
Clipped Wing 8A for Aerobatics	24 / 01
Split S in Luscombe	24 / 03
Jack Lane/Jonathan Livingstone 8A	25 / 02
Certified for Aerobatics?	30 / 02
Recommended Entry Speeds	31 / 04
Flying the 8 Series in Aerobatics	31 / 05
"Heavy" Aerobatics not Recommended	31 / 05
Removing Door for Aerobatics	39 / 04
Miller Special-Luscombe Based Racer of 1940	40 / 06
Complete Inspection Prior to Aerobatics	42 / 06
Luscombe Loses Wing in '46	46 / 02
Spins in Big-Engine Conversions - Dangerous?	61 / 06
More on Spinning the 8As, 8Fs, T8Fs	63 / 07
"Jonathon Livingston Luscombe"	63 / 10
Aerobatics in the Luscombe - An Opinion	66 / 06
Is a Luscombe aerobatic?	100 / 05
Spins & recovery	105 / 11
Luscombe Aerobatics	187 / 03
Luscombe Aerobatics: Another Viewpoint	188 / 02

ARTICLES, BOOKS ABOUT LUSCOMBES

"AVEMCO On Approach" Articles on 8 Series	41 / 01
AOPA PILOT does 8A & 11A Article	43 / 07
Book Available Soon on 8 Series	46 / 02
Info on OF MONOCOUPES & MEN	49 / 04
Saletri, THE LUSCOMBE...(Book)	50 / 02
"Illustrated Buyers Guide to Used Airplanes," Clarke	63 / 04
"Pilots Guide to Affordable Classics," Clarke	63 / 04
John Swick's book available thru Lus. Assoc.	85 / 02
Stan Thomas' new book	87 / 01
Stan Thomas' new book	94 / 02
Vol. I/Jim Zazas' book available June '92	94 / 02
Biannual Index to all back issues	95 / 02
Book on prewar Luscombe history by Jim Zazas	99 / 01
Order info for Jim Zazas' new book	100 / 01
Log books available from Lus Foundation	122 / 08
Log books available from Lus Foundation	124 / 02
New Luscombe newsletter in England	125 / 02
Swick book back in stock	125 / 03
Log books available from Lus Foundation	125 / 04
Parts production policy of DLAHF	138 / 06
Misc parts available from DLAHF	138 / 11
Source for Luscombe projects	142 / 04
Index of Service Documents Available	144 / 10
Three generations of Luscombe flyers	156 / 14
The Perfect Luscombe Day	157 / 13
Reuther's Pristine Luscombe	158 / 01
Taildragger poem by Glen A Renken	158 / 11
Interesting Luscombes	158 / 14
Thomasville, GA 35th annual Fly-In Oct '02	161 / 02

GoLaLa fly-in York, PA 9/02	161 / 06F
Taming the taildragger - handpropping	165 / 14
Luscombe's Golden Age (formerly Luscombe Story)	173 / 02
Luscombe's Golden Age (formerly Luscombe Story)	179 / 02
The 2005 Columbia Gathering of Luscombes	177 / 07
A Luscombe Lover - Dan Hearn	182 / 02
Bermuda Luscombe Silvaire available	183 / 02
Saletri book now available in soft cover	186 / 16
Columbia Luscombe Fly-In 2006	183 / 06
Jack: "Plane" Life in a Small Town	188 / 05
PROPELLERS - First & Final Explanation - Jack Norris	191 / 01
Ski Plane, Big Feet, & the Fence Post	191 / 08
Jack Norris Book: A Review	196 / 03

HISTORY (incl DLAHF & Renaissance)

Lou Coghil, Former Luscombe Employee	02 / 01
History of Luscombe Company	03 / 01
Total Production Figures	08 / 03
Luscombe History in John Underwood's Book	11 / 02
Production Costs of 8A('47)	15 / 03
Names/Addresses of Former Luscombe Employees	15 / 03
Possibility of New Luscombe Produced	16 / 01
Possibility of New Luscombe Produced	18 / 01
Bill Robinson, Luscombe Employee '38-'39	19 / 01
Fritz King, Luscombe Employee '39-'40	19 / 03
Elliott Eggleston, Luscombe Employee '37	19 / 06
Roger Johnson Dies - Luscombe Employee	20 / 01
Early Aerial Photo of Luscombe Factory	21 / 05
Chuck Burgess, Luscombe Employee '35-'44	22 / 06
Photo of Early Luscombe Employees	22 / 07
Possibility of New Luscombe Produced	23 / 02
Current Owners of Luscombe Tooling & TC	23 / 02
Chapter Devoted to "How to Build a Luscombe"	23 / 03
W. Trenton Assembly Line Photo, Late '30s	23 / 03
Photo of Don Luscombe	23 / 07
Model 8 Birthplace Torn Down	25 / 03
Photo of Employees on Wing, 1946	25 / 08
Possibility of New Luscombe Produced	26 / 02
Luscombe Co. Info Available, Lib. of Congress	26 / 03
Book in Process on Luscombe History	27 / 04
Luscombe History in John Underwood's Book	27 / 05
Lucy & Jerry Coigny, Prewar Employee	28 / 04
Lucy & Jerry Coigny, Prewar Employee	29 / 04
Luscombe Co. & Equip. Lusc. with Floats	31 / 03
Lucy & Jerry Coigny, Prewar Employee	31 / 06
Mobil Oil "Pipeline" 8F in Museum	33 / 04
Howard Jong - Lusc. Engineer '31-'39	34 / 05
Bill of Sale, Circa 1939	35 / 08
Brownee Luscombe Meets Don	36 / 01
Miller Special-Lusc. Based Racer of 1940	40 / 04
1939 Factory Photos	45 / 04
Eastern Home of Lusc. Corp, '38-'39	45 / 07
1939 Factory Photos	46 / 02
List of Employees - 1930s	59 / 12
Price List - 1940	59 / 16
Luscombe History Just After WWII	61 / 05
Luscombe Co. "Solo Certificate"	62 / 02
Dev. of Silflex Gear	64 / 03
James Cunningham Dies	66 / 02
Luscombe as Trainer in '40s	67 / 06

Guff Hundertmark(Hunter) - Early Lus. Employee	68 / 06	George Thompson, Luscombe Log editor	154 / 01
Civil Air Patrol Luscombes	69 / 02	Noting historical contributions of Larsen & Sargent	156 / 06
Complete Listing of Luscombes Used in WWII CAP	70 / 02	Renaissance vs. DLAHF arbitration	156 / 01
Story of Mobil's Flying Red Horse Lusc.	70 / 05	DLAHF Goals	156 / 05
Luscombe Co. History - 1946-7	72 / 01	DLAHF mailing addresses	156 / 07
Why Did Luscombe Go to All-Metal Wings?	73 / 04	Parts returns considerations	156 / 10
William Force, Luscombe Employee, Dies	74 / 05	Why are we here? - (DLAHF)	157 / 05
Canada's First Luscombe - 1938	75 / 03	Production license litigation	157 / 05
Logo Used in Fort Collins in 1960	77 / 02	Legal documents available on the Web (litigation)	157 / 06
List of Former Employees Of Luscombe/Temco	77 / 03	Why there are no new Luscs/OEM cost projection	157 / 10
Lyle Farver, Former Luscombe Employee, Dies	78 / 04	Preservation progress-Lusc tool & dies	158 / 06
Photo of Pre-War Luscombe Co. Workers	80 / 07	Busy shop work	159 / 07
1941 Phantom accident report	86 / 02	Foundation plane wins OSH award	160 / 05
Don Luscombe's gravesite in IA, photo	86 / 05	Lusc cost estimates - clarification of cost projection	160 / 07
T. R. Boyd's Journey to Mercer Co. Airport	86 / 09	Dearden updates MTO '02 attendees	160 / 13
Otis Massey dies	90 / 01	Donald Gray Win-Me raffle winner	161 / 01F
Chuck Burgess dies	90 / 07	Combs resigns position at DLAHF	162 / 05
Jules de Crescenzo dies	92 / 01	Meet Lusc. Foundation Staff-Brandon, Garry, Stu	163 / 03F
History in Ft. Collins	92 / 02	Luscombes in the Argentinean Navy	164 / 07
Synopsis of Luscombe history	96 / 12	Meet Don and Donna Warner with the Foundation	165 / 03F
Before/after photos - W. Trenton site	99 / 06	DLAHF and Renaissance joint statement	165 / 12
Flights in WWII	102 / 05	5-year battle ends - Renaissance vs Foundation	170 / 02
Wartime service - the UC-90A & UC-90	104 / 02	How Luscombe builds metal airplanes, reprint 1940	170 / 08
Ad for Luscombe School of Aeronautics	104 / 12	The Honeymoon special & invoice, by John Swick	171 / 02
Luscombe tradename	109 / 10	Team Luscombe up & running (formerly DLAHF)	171 / 04
Report to stockholders - '41	109 / 13	Renaissance Air given extended deadline	171 / 10
Memories - Luscombe early years - '38 - '42	111 / 10	Renaissance update from OSH '04	172 / 10
Courier activity in WWII	112 / 03	Renaissance update, leaves MO, for Okla.	173 / 01
Lusc alum, Ross Grigg, worked for Co. in '36 & '37	112 / 05	Team Luscombe receives FAA/PMA	178 / 04
Possible Luscombe Museum in Phoenix	113 / 8	Flabob Airport becomes new home to Renaissance	183 / 02
More on Colo CAP Lusc in WWII	115 / 05	Howard Jong, Luscombe Engineer Flies West	183 / 03
Gene Norris - Lus chief eng in 40s	116 / 02	Howard Jong, Aviation Pioneer by J Zesas	183 / 04
Gene Norris - Lus chief eng in 40s	118 / 04	Clevenger biplane conversion	173 / 13
Early Lusc employee - Edwin Grigg Sr	118 / 10	"Honeymoon"Portrait (Jerry and Lucy Coigny)	184 / 01
Gene Norris - Lus chief eng in 40s	119 / 04	Howard Jong Memorial	185 / 01
Texas plane in museum used for pipeline patrol	122 / 06	Sam Lyons to be Inducted into GA Hall of Fame	190 / 02
A brief history	123 / 08	Loss of a Luscombe Legend	194 / 02
How the photo of people on wing was shot	123 / 09	The Passing of a "Luscombe" Patriarch	194 / 03
Why Lusc Foundation was started	126 / 3F	Ex-Luscombe Employee Celebrates 80th Birthday	195 / 03
DLAHF (Lusc Foundation) hangar & home	129 / 08	Perry Luscombe Restoration Finally Completed	195 / 09
Promo photo 1947 - how it was done	129 / 15	Luscombe History Minutia	195 / 10
DLAHF (Lusc Foundation) hangar & home	130 / 06	Luscombe Production Changes	208 / 09
Don Luscombe inducted in IA Aviation Hall of fame	130 / 08	Luscombe Changes, Firewalls, and Parts Manuals	210 / 08
Edwin Ross Gregg Sr. dies	131 / 01		
How Cessna 120-140 evolved	131 / 14		
A. Edgar Mitchell, Luscombe engineer, dies	133 / 01		
New home for DLAHF on Chandler AZ airport	133 / 05		
New home for DLAHF on Chandler AZ airport	134 / 05		
Luscombe museum project	135 / 07		
DLAHF considering seminars on specific topics	137 / 05		
Fundraiser for DLAHF facility	137 / 07		
More news on new 8 series from Renaissance	138 / 02		
More news on new 8 series from Renaissance	138 / 08		
Tax loopholes in contributions to DLAHF	140 / 07		
The Moody Larsen story	140 / 05		
What the letter after the 8 means	141 / 04		
Profile of Renaissance 8F purchaser	143 / 03		
New museum site	145 / 09		
Luscombe Museum buys land in Chandler, AZ	148 / 05		
Renaissance Luscombe - difficulties arise	148 / 09		
Renaissance Luscombe - letter from John Dearden	149 / 03		
More from DLAHF on Renaissance Luscombe	149 / 07		
Moody Larsen dies	150 / 07		

FLYING TECHNIQUES - PREFLIGHT & INSTRUMENTATION

Forced Landing Technique on Water	16 / 02
Thermal Soaring Your Luscombe	14 / 02
Several Stall/Spin Accidents in Luscombe	22 / 01
Thermal Soaring Your Luscombe	25 / 04
On 8A Low Fuel, Light Tail, Be Careful	26 / 03
Low Fuel Levels in 8A on Takeoff	33 / 02
Brake Management	38 / 01
Fuel Starvation with Wing Tanks	46 / 06
Stall/Spin Characteristics	48 / 01
Flat Spins in 8A	53 / 02
Flat Spins in 8A	55 / 02
Boot Catches in Heel Brake - Causes Accident	58 / 05
Home-made Pre-heater	59 / 01
Preheat Caution - Use Hose Protection	60 / 07
Pressure Cowl "Liner" Imperative for 8F on Floats	63 / 10
Insurance & Hand Propping	64 / 01

How Not to Learn to Fly a Luscombe	69 / 06	8A checklist	129 / 14
Auto Fuel & Leaning	71 / 02	Flying over 10,000 in 8A	129 / 14
8A Accident on Skis - Advice	71 / 06	Flying Luscombes	130 / 03
"Soaring" a Luscombe in Southwest US	73 / 08	Fus tank low fuel may cause engine to fail	130 / 15
Learning to Land a Taildragger	73 / 09	Dangers of formation flying - collision	130 / 16
Landing Luscombe in Crosswind	76 / 05	Arnol Sellars preflight checklist - 8F	131 / 16
Foam Ear Plug Available from Luscombe Assn.	77 / 02	Strut vibration in metal wings - again	132 / 15
Iowa Luscombe Flight Instructor	78 / 02	89 yr old Lusc pilot	132 / 16
Luscombe & Crosswinds	79 / 02	Problems w/seldom flown Luscombes	133 / 03
Luscombe Flight Instructor in MI	81 / 02	Active Lusc pilot - 89 yrs old	133 / 16
Check-Out Pilot in Luscombe: Tom Woodburn, VA	83 / 01	Flying a Luscombe	135 / 04
Nosewheel pilot flies Luscombe	84 / 03	Good idea for hand propping	135 / 04
Instructor/mechanic in NY	84 / 04	Hand propping = runaway Luscombe	135 / 14
New Luscombe pilot flies 150hp 8E	85 / 04	8E check list	135 / 15
Relative importance of speed	85 / 11	Takeoffs w/carb heat - why	136 / 02
Crosswind accident (photo)	87 / 06	Unporting wing tanks when flying	136 / 03
Discussion of stalls	88 / 04	Jim Zazas trip to AK in 8A	136 / 03
New fuels & leaning engine	90 / 05	Wing tank unporting not likely	137 / 06
Landing Luscombe	92 / 08	More on carb heat on take-off	137 / 08
Fuel selector position important	93 / 04	Member buys new Luscombe in 1939	138 / 04
Landing Luscombe	93 / 05	Why cross-country flight is beneficial	138 / 10
Flying on the step - possible?	95 / 08	Last word on take-off w/carb heat	140 / 04
Fatal crash - pilot error on takeoff	95 / 10	A long cross-country flight in 8E	141 / 15
Flying on the "step"	96 / 04	Fly one tank at a time w/two wing tanks	142 / 01
Landing in crosswind w/max of 7mph wind	96 / 05	Importance of log books	147 / 02
Luscombe instruction in VA	97 / 02	More on carb heat usage	147 / 03
Checkouts in Luscombe in GA	98 / 02	A Luscombe pilot	147 / 04
Taxiing tailwheel aircraft	98 / 09	A mighty fast Luscombe 8A	147 / 04
More - reason for using carb heat on takeoff	98 / 10	Caution when propping your Luscombe	147 / 04
Advice on landing	98 / 10	Luscombe flight instructor list	148 / 03
Flight instruction in FL	99 / 01	Aircraft insurance - get enough coverage	148 / 05
Run one wing tank at a time	99 / 04	Average cost for insurance about \$750	149 / 02
Take-off w/less than 1/4 fuel in fuselage	100 / 03	Crankcase breather ice protection	149 / 04
Problem w/spin in Luscombe (weight/balance)	100 / 05	Spring inspections of aircraft	163 / 02
Why carb heat on takeoff?	105 / 02	Forced Landings by Elroy Hilbert	163 / 05
Flying above 5000' - use mixture	105 / 03	How not to ground-loop your Luscombe - Jack Norris	163 / 06
Crosswind landings	105 / 10	Winter operations & preparations	167 / 02
Anatomy of accident in Luscombe	107 / 08	Is there a forced landing in your future? G. Sheahan	175 / 04
Zero-thrust glide testing	108 / 04	Using AirNav when planning cross country flights	176 / 07
More - using carb heat on takeoff	108 / 08	Portland, ORA Memorable Trip – Vanderpool	177 / 02
Preflight your Luscombe	110 / 09	Winter/Cold Weather Flying Tips – Krog	180 / 13
Why carb heat on takeoff?	111 / 02	The Luscombe and the Moving Air	181 / 03
Fuel cap may pick up water in winter	111 / 02	Tips on Planning and Flying Cross-Country	182 / 08
Why carb heat on takeoff?	111 / 05	Flying a Luscombe from West to East – D Lyjak	184 / 11
Training in 8A/E	112 / 10	Luscombe Landing Adventures – Krog	185 / 03
Ground loop in 8A	113 / 11	Transitioning from a Tricycle to a Luscombe	185 / 04
8A checklist	114 / 05	Luscombe Ski Flying	185 / 13
Alcohol effects	115 / 09	How to Legally Fly with a Door Removed	187 / 10
Checklist booklet style 7 pgs	116 / 09	Flying the Airplane Wing Part 1: Basic Flying	188 / 04
Flying on the step - a myth	117 / 09	Flying the Airplane Wing Part 2: Wheel Landings	189 / 09
8A checklist	118 / 08	Luscombe Nearly on the Loose	190 / 03
Does your Lusc have all fairings?	118 / 09	Flying the Airplane Wing Part 3: Light Aircraft	190 / 13
Seaplane/BFR in CA	119 / 01	Flying the Airplane Wing Part 4	191 / 05
Joy of flying Luscombe	120 / 09	Luscombe Short Field Landings	191 / 05
Stall spin accident in 8A	121 / 03	Ski Plane, Big Feet, & the Fence Post	191 / 08
Water in fuel?	122 / 04	Stalls, Spins and Skidding Turns	192 / 02
Lessons learned flying Luscombe	123 / 03	Flying the Airplane Wing Part 5: Nose Heavy or Tail Heavy Configurations	192 / 03
Water in fuel - it does happen	124 / 09	Personal Pre-Flight Inspection	193 / 02
Computing airspeed	127 / 15	Accident Highlights Need for Careful Preflight	195 / 04
Checklist - 8A w/C85	127 / 15	A Fuel-Saving Announcement From Your ASI	195 / 06
Fuel flow problems on takeoff	128 / 04	Winter/Cold Weather Flying	196 / 05
Carbon monoxide - very insidious	128 / 14		
Wing strut flutter - reduce RPM by 200	129 / 01		

Flying the Airplane Wing Part 6: Flying Judgment, The X Factor	196 / 12
Hand propping a Continental without impulse Winter Operations	201 / 10
Winter Flying and Exhaust	202 / 09
Tips on Winter Flying	203 / 11
Running on Both Fuel Tanks	204 / 12
Tips on Winter Flying	204 / 03
Some Tips for Hand-Propping	207 / 03
I Soared a Luscombe	209 / 02

FUEL & OIL

Auto Fuel & The NA53A Carb	65 / 05
Fuel Tester for Alcohol Content	67 / 06
Ordeal By Fire - Transporting Fuel in Car	68 / 02
Auto Gas Testimonial - 5 Years Experience (A Problem and Solution)	70 / 03
Advice to Prevent Fire While Refueling	70 / 08
Setting Carb for Mo-Gas	70 / 08
Auto Gas Testimonial - 5 Years Experience (A Problem and Solution)	71 / 02
Adding Additives to Fuel - Mix Well	75 / 07
Very Cold Weather & Auto Fuel	77 / 08
Problem with Fuel Line Using Auto Fuel	78 / 06
Neoprene Needle Valve in Stromberg Carb Okay	80 / 03
Grounding fuel container to transport fuel	98 / 08
Use leaded fuel during break-in	111 / 02
Additives to use w/auto fuel	111 / 02
Good auto fuel - Standard/Amoco	111 / 02
Old auto fuel can cause starvation	118 / 08
Using auto fuel in overhauled engines	120 / 02
Leaded fuel substitute?	129 / 04
Auto fuel problems	129 / 15
Unleaded fuels in Cont engines	133 / 14
Insurance voided by using fuel additive	133 / 15
Auto fuel causes fuel line problems	134 / 04
Use metal cans & funnels for refueling	134 / 14
Auto fuel causes fuel line problems	136 / 01
Another opinion on auto fuel & break-in	136 / 03
Two ideas about unleaded fuel	137 / 03
Why was TCP invented?	140 / 15
Safe handling of fuel containers	140 / 15
Unsafe uses of Avgas	150 / 03
Simple test to find Alcohol in fuel	150 / 03
Testing for alcohol in fuel	151 / 14
Aeroshell oil recall/Q & A	156 / 02
Marvel-ous Mystery Oil	162 / 13
Marvel-One More View	163 / 07
Marvelous Mystery Oil-A Better Alternative	163 / 07
Marvel Mystery oil continues to draw comments	164 / 09
Marvel Mystery Oil Analysis	164 / 09
Marvel mystery oil again	165 / 14
Marvel mystery oil, again??	166 / 01
Synthetic 2-cycle oil	166 / 03
Fuel Line Deterioration	166 / 04
Marvel mystery oil, & non-mixing	167 / 02
F & M Oil Filter Alert	180 / 02
Alcohol test kit for auto fuel	183 / 01
Preservation Oils	197 / 02

HANGARING, TIE DOWNS, TOWING, PUSHING, LIFTING

Make a Tail-Lifting Handle	44 / 13
Control Locks	44 / 14
In-Cockpit Gust Lock for Controls	56 / 08
Tow Bar to Move Luscombes by Tailwheel	61 / 09
Bear Grease for Protecting Engine From Corrosion	61 / 10
Cloth Covers Available for Luscombes	61 / 10
Tow Bar to Move Luscombs by Tailwheel	62 / 01
Cloth Covers Available for Luscombes	62 / 02
Tying down Luscombe - for 40 years	86 / 04
Extended storage	94 / 03
Hauling fuselage on car top	104 / 08
Transport/recovery of ac - a specialist	110 / 02
Tow device to move ac on ground	113 / 11
Simple device to move airplane	117 / 08
Simple device to move airplane	118 / 06
Idea to keep vermin out of hangar	118 / 10
Control - gust - lock	120 / 02
Storing ac on dirt floor in winter	127 / 15
Bird problem - plastic lizard	137 / 04
Ken Rogers' method of keeping birds off plane	142 / 15
DLAHF has control locks	147 / 05
Effective tie down stakes from DLAHF	147 / 05
The "Claw" tie-down system	170 / 03
Tying Down Your Luscombe at a Fly-in	186 / 09
Long Term Engine Inactivity	188 / 10
Inexpensive Luscombe Rudder Lock	191 / 03
Preservation Oils	197 / 02
Winter Operations	202 / 09

LEGAL ISSUES / FAA

Beware Illegal Mods	48 / 02
Making Your Own Parts - Legally	49 / 04
Technique Needed with FAA to Change Engines	51 / 02
Major/Minor Airframe Mods Defined	56 / 04
Check with FAA BEFORE Modifying	58 / 02
Acquiring a Luscombe Registered in Canada	66 / 06
Changes Using Aircraft Type Certificate as Basis	68 / 04
External Data Plate Rules	72 / 01
Legally Assembling Luscombe from Parts	72 / 03
Correct Data Plate Placement	73 / 01
Luscombe ID Plates Available	73 / 02
More External Data Plate Ideas	74 / 01
FAA Approved Technical Data Described	78 / 07
How to Survive FAA Interrogation	80 / 05
How to get FCC Transmitter License	81 / 08
Working with FAA GADO Office	82 / 03
Getting FAA Records on your Aircraft	83 / 01
New Idea for Serial Number Plate on Fuselage	83 / 03
Mode C/TCA clarification	91 / 09
Explanation - Owner produced parts	92 / 05
FAA & Field Approvals	93 / 02
337's issued prior to 08/25/55	94 / 05
Clarification: TCA operation w/no electric	95 / 08
Rules on owner-built parts	103 / 08
Foreign registered Luscombes legal in US?	107 / 02
Rules - using handheld radio/transponders	107 / 02
Why submit Malfunction/Defect report	107 / 05
Check on airworthiness certificate	108 / 03
Check on airworthiness certificate	112 / 08
Exemption from transponder requirement?	113 / 02

Were the doors/hinge-points the same for all models	178 / 12
Can the lock/tumbler mechanism be changed?	178 / 12
Replacing Door Posts	182 / 11
Doors and Windows	187 / 09
Removing Old Paper Coating from Plexiglas	188 / 07
Luscombe Window Installation	199 / 02
Source for Skylight Gasket	200 / 01
Removing Scratches from Plexiglas	202 / 03

COCKPIT - SEAT BELTS & HARNESSSES

Bracket Installation for Harness Location	13 / 03
Art Rooney's Shoulder Harness Mod	26 / 02
Art Rooney's Shoulder Harness Mod	29 / 02
Should Harness Mod	38 / 07
Sources for Belts & Harnesses	39 / 02
Shoulder Harness Mod	39 / 05
Harness Installation - Yet Another Way	45 / 05
Opinion - Installing Harnesses on Carry Thru Spar	48 / 05
Opinion - Installing Harnesses on Carry Thru Spar	50 / 04
Opinion - Installing Harnesses on Carry Thru Spar	59 / 13
Shoulder Harness on carry-through - Comment	65 / 01
More on Shoulder Harness Attach Point	66 / 02
Shoulder Harness Mounting - Canadian Style	69 / 06
More on Shoulder Harness Attack Points - Gen.	70 / 07
337 for Shoulder Harness for 8A w/Fus. Tank	74 / 02
337 for Shoulder Ham in 8E: Sellars' Method	74 / 03
Wag Aero has Shoulder Harness Kit	83 / 02
Using Sellars' 337 for shoulder harnesses	91 / 09
Seat belt source at 10% off	95 / 03
337 for shoulder harness attached to fuselage skin	97 / 02
Good shoulder harness 337 available	113 / 02
Benefits of shoulder harnesses	118 / 09
Foundation working on STC'd shoulder harnesses	120 / 02
Should harness STC about done	133 / 07
337s for 8E/F shoulder harnesses using fuselage reinforcing patches	134 / 04
STC available for DLAHF shoulder harnesses	144 / 02
DLAHF STCd shoulder harnesses	145 / 07
Help available to get your harness kit Approved	147 / 05
Shoulder harness kit in high demand	149 / 08
Shoulder harness installation	152 / 05
Shoulder harness installation	154 / 08
FAA archives-install shoulder harness	157 / 08
337's avail. for shoulder harness installation	163 / 02
Shoulder harness 337's available (description)	164 / 06
DLAHF shoulder harness installation	164 / 06
Installing retractable shoulder harnesses	169 / 05

COCKPIT - SEATS, UPHOLSTERY, BAGGAGE AREA

Larsen Custom Interior - Seats, etc.	29 / 01
Installing C150 Seats	31 / 03
Paperwork for C150 Seats Available	31 / 04
Larsen Upholstery Kit	38 / 08
Larsen Large Baggage Area Kit	38 / 08
Luscombe Interior Fabrics & Colors	40 / 02
Aux Seat Drawings Available	43 / 02
Extended Baggage Kit	49 / 02
Installing C150 Seats	50 / 04
C150 Seat Mod Rejection by FAA	58 / 02
Reclining & Comfortable Seats for Long Dist.	58 / 03
Reclining & Comfortable Seats for Long Dist.	59 / 06
Contour Seat STC & Kit Price	60 / 05

Testimonial for Contour Seats	64 / 04
Contour Seat STC & Kit Price	64 / 07
Testimonial for Contour Seats	66 / 05
More Testimonial for Jack Norris' Seats	68 / 05
Cessna 150 Seats AD	71 / 05
Foam Rubber in Seats Reduces Weight by 16 lb.	75 / 05
Recontouring Stock Seats	76 / 04
Ethafoam ideal for side-wall insulation	89 / 08
Testimonial - C150 seats	93 / 02
Non-combustible Etha Foam - where to buy	93 / 04
Status of Jack Norris custom seats	94 / 02
Duncan 8E - full IFR, full leather (photo)	94 / 07
Testimonial for Jack Norris' seats	96 / 03
Fabric samples available from '46 8A	97 / 03
Safety/ease of use - Jack Norris' seats	97 / 05
Rear seat drawings for 3rd seat in 8E	100 / 01
Corrosion found under top interior fabric	100 / 03
Correct baggage weight for 8A	100 / 03
Extended baggage legal only on 8F	105 / 02
337s to install C150 seats - package available	112 / 02
337s to install C150 seats - package available	113 / 02
AD on 150 seats	124 / 01
DLAHF comfort seats add to crashworthiness	141 / 08
DLAHF comfort seat saves life	144 / 02
Enlarged baggage area 337 available	147 / 01
Luggage envelope replacement	160 / 04
Child (jump) seat installation in a Luscombe	169 / 04
Upgrading/changing seats	175 / 11
Luscombe seat upgrade	175 / 12
Cabin view of 1959 Silvaire	184 / 09
Interior Confusion -- FAA Feedback	197 / 06

CONTROLS & CONTROL SURFACES (Also see tail surfaces)

Rudder Cable Inspection	01 / 01
Inspect Cover Boot for Control Stick	02 / 02
Inspect Rudder Hinge Pins	03 / 02
Aileron Cable Tension	03 / 02
Elevator Trim Cable Sleeve Inspection	07 / 01
Trim Crank Maintenance	07 / 01
Check Inside of Aileron in Preflight	10 / 04
Advantage of Ball Bearing Pulleys in Ailerons	10 / 04
Replace Steel Aileron Hinges - Early Luscombe	12 / 12
Check Rudder Return Spring in Cockpit	16 / 01
Ball-bearing Pulleys for Ailerons (5/16" Bolt)	20 / 05
Check Rudder Cables Under Seat	24 / 06
Fixing Stick "Play"	28 / 03
Aileron Hinge Bearing Substitute	29 / 01
Wag Aero has Rudder & Brake Pads	29 / 02
Economy Rudder Pedal Pads (Ford)	30 / 03
Aileron Bearings Available from Larsen	30 / 03
Rudder Horn Inspection & Fix	35 / 03
Sliding Weight Trim System - Early Luscombe	36 / 03
Fixing Stick "Play"	37 / 03
Aileron Hinge Bearings - Possible Substitute	38 / 05
Rudder Cable Fraying - Inspect	38 / 05
Flexing Causes Throttle Cable Break	39 / 01
Relieving Tight Aileron Controls	39 / 04
Aileron Hinge Bearings - Possible Substitute	42 / 03
Aileron Bearings Available from Larsen	42 / 04
3/4", 1", & 1 1/2" Pulleys Available	43 / 05
Relieving Tight Aileron Controls	44 / 14
Aileron Hinge Bolt Corrosion	47 / 01

Shielding setup to minimize compass interference	131 / 13	Facts on El Reno oil filter	88 / 02
Solving alternator whine	132 / 01	Lightweight STC'd Lyc. starter available	92 / 02
Making a landing light window	132 / 16	Excello fuel injection manual available	92 / 02
Cable tension a problem - FAA	134 / 09	El Reno oil filter works well	93 / 02
Battery box repair	149 / 04	Mixture control on Stromberg carb (A65-C90)	93 / 04
Adding a strobe to an 8A	156 / 13	More on SS exhaust stacks from WV	94 / 01
Wind driven alternator-notes from Mattoon '02	160 / 04	Alternator can be installed on A65	94 / 02
Wind driven alternatorsource	161 / 03	Advantages of Hanlon-Wilson stacks	94 / 05
Alternator & battery installation	161 / 04	Leaning Stromberg carb (NA-53)	95 / 03
Handy tools for Luscombe owners	161 / 14	More on using mixture on Stromberg carb	96 / 03
Air Driven Alternator	163 / 04	Proper filter for El Reno oil filter kit	98 / 09
Another Air Driven Alternator Viewpoint	163 / 04	Check needle bearing in O-200 starter	99 / 04
And A Final Viewpoint	163 / 04	Bendix mag repair service in CA	100 / 03
Wingtip Strobes	166 / 13	AD on Bendix coils forthcoming	100 / 03
BAP alternator on an 8A	168 / 11	MA3, MA4 carb AD on floats replaced '91/'92	100 / 04
Ward Wind Generator Repair – L Buckel	179 / 04	Starter clutch problem on starters/solution	100 / 04
Upgraded Electrical System For Vintage Luscombe-Taylorcraft-Piper, Now Available	194 / 04	Questions/answers on Bendix NA-S3A1 carbs	102 / 02
Plane Power Introduces 50 Amp Alternator	198 / 03	Eligibility of AD92-15-16 for MA series carbs	102 / 03
		More - Stromberg - repairing leaks	104 / 03
		More - Stromberg mixture control	104 / 04
		Use solid steel needle valve w/auto fuel	105 / 02
		Good spark plug for auto fuel	105 / 02
		Oil filter will help engine run cooler	105 / 02
		Testimonial for Slick mags	105 / 05
		Welding repair source for ss stacks	107 / 03
		Carb & mag overhaul source	107 / 03
		AD on Marvel Schebler carb - 2 piece venturi	108 / 02
		AD on Marvel Schebler floats	108 / 02
		More - replacing 2 piece venturi	109 / 05
		Maintenance tips - old Bendix SF4 mags	110 / 04
		Spider nest jams carb	110 / 04
		Check MS carb for proper venturi size	111 / 02
		Should you replace Bendix w/Slick mags?	111 / 03
		337 - install oil filter (C series & O-200)	112 / 02
		337 - Install B & C alternator & motorcycle battery	112 / 02
		Should you replace Bendix w/Slick mags?	112 / 05
		SS exhaust stacks available from Luscombe Foundation	113 / 02
		Check venturi in Marvel Schebler carb	113 / 02
		New B & C It-wt starter & alternator	113 / 02
		Special shielded harness available STC'd for Luscs	113 / 09
		Installing hub/prop on taper shafts	114 / 03
		Should breather tube be rerouted over engine	115 / 02
		Mufflers on German Lus are effective	115 / 08
		Service Bulletin on Cont air boxes	116 / 08
		Bad mag coils in Bendix mags	116 / 08
		Magnets to strap around your oil filter	117 / 01
		SB on MSA-7 fuel nozzle replacement	117 / 02
		Service Bulletin on rough running O-200 carbs	117 / 03
		Instructions available to repair air box flapper	117 / 04
		Brackett Air filter problems	117 / 05
		MA-3A carb alert - insect causes failure	117 / 05
		Rerouting breather tubes over engine	117 / 08
		A65 to A75 carb change info available	117 / 08
		Problems w/one piece venturi in O-200 carburetors	118 / 03
		Air Wolf oil filter can be installed on A65	118 / 03
		More on Bendix mag coil & rotor inspection	119 / 03
		Cont engine manuals available	120 / 01
		337 to install Jasco alt available	120 / 01
		Oil dipstick problem	120 / 03
		Aircraft Exhaust Systems Inc - good place to get exhaust repaired/replaced	122 / 03
		Brackett Air Filter AD	124 / 01
		Carb venturi AD on C85, 90, O-200	124 / 02
ENGINES - ACCESSORIES			
Check Exhaust Heat Muff	05 / 02		
Check Oil Pressure Gauge Line	05 / 02		
Check Tach for Accuracy	24 / 08		
Rivet Lip on Cowling Bottom for Overheating	25 / 07		
Rebuilt Bendix Starter Drives - Bargain	27 / 02		
Exhaust Pipe Cracks - McKenzie	32 / 03		
Cracked Throttle Arm on Carb	38 / 03		
Gasket Set for NAS3 Carb	38 / 05		
Silicone on Baffles - Stops Abrasion	39 / 04		
Use All-metal Needle Valve in Carb	42 / 05		
Pure Air Carb Air Inlet Filter AD	44 / 11		
Exhaust Pipe Extenders	47 / 08		
Stainless Steel Exhaust Available	49 / 02		
Stainless Steel Exhaust Available	50 / 01		
Stainless Steel Exhaust Available	51 / 01		
Stainless Steel Exhaust Available	53 / 03		
Needle Valves in NAS-3 Carbs	57 / 04		
Check Airbox - Could Cause Fire	59 / 03		
Breather Tube Mod for Winter Flying	59 / 03		
Tip on Better Throttle Cable Assembly	60 / 04		
Stainless Steel Exhaust Stacks Available	62 / 01		
Problem With Wag Aero Stacks	65 / 04		
Understanding the NAS3A Carb	65 / 05		
Auto Fuel & NAS3A Carb	65 / 05		
Air Intake Cover for Winter Flying	65 / 07		
Filter Baffle Works Well in Winter	67 / 02		
Starter Gear Adjustment on Cont. Engines	68 / 05		
Stainless Steel Exhaust Cracks	74 / 04		
Eisenmann LA Series Mag Manuals Available	75 / 05		
Eisenmann LA Series Mag Manuals Available	77 / 02		
Price Increased on Stainless Stacks	77 / 02		
Slick Mag Consultant in Rockford IL	79 / 01		
Treatise on Mags, Especially Bendix SF Series	79 / 02		
Shielded Plugs Available at Discount	80 / 02		
Neoprene Needle Valve in Stromberg Carb OK	80 / 03		
Slick Mag Problems/Solution	81 / 08		
Adjusting Carb for Idling	81 / 10		
Cause for Popping Sound in Exhaust	82 / 03		
SS stacks may crack/repair	84 / 02		
SS exhaust stacks available again	87 / 02		
SS stacks may crack/repair	87 / 03		
Necessity for hole in breather line	88 / 01		

Single stack exh only good for A65	125 / 04
Another oil filter system available	125 / 07
337 for remotely mounted oil cooler	129 / 01
STC for O-200 Marvel Schebler carb on C85	129 / 02
NA-53A1 carb adjustment including float lev	131 / 02
Oil cooler for C90? Check cowling level 1st	131 / 02
Replacing MS 2-piece venturi w/1-piece	131 / 03
Airworthiness bulletin - worn/damaged alternator/gen drive coupling assemblies C-series	131 / 06
Failure of 2-piece venturi on MS carb on O-235	133 / 02
Exhaust stacks in SS & mild steel made from Luscombe prints	133 / 07
Baffle kit available	133 / 07
90 degree spark plug leads available	133 / 14
Eisemann mag repair shop	134 / 03
Faulty mag drive gears from Fresno Airparts	134 / 04
Marvel Schebler venturi must be replaced	134 / 08
Cross over exhaust avail in mild steel	135 / 01
Beware of defective engine induction air hose	135 / 02
Installing alternator on 8E/F	135 / 02
Hook up blast tube on generator	135 / 02
Faulty mag drive gears from Fresno Airparts	135 / 08
Mag repair shops	136 / 01
Marvel Schebler carb venturi/float info	136 / 02
Cont. SB 98-21 mag drive gears	140 / 03
More on defective mag drive gears	141 / 02
More on defective mag drive gears	142 / 03
PMA exhaust stack fit	143 / 07
Carburetor & cabin heat on 8A & 8E	146 / 03
Spark plug shorting	150 / 04
New Shorter Champion spark plugs available	154 / 04
Saf-Air Quick Drains for Cont & Lyc.	154 / 04
New short champion spark plugs discussed	155 / 09
Exhaust problems	160 / 04
Carburetor heat muff problems	160 / 04
New shorter Champion spark plug approved by FAA	160 / 15
Problems with Slick magnetos	162 / 15
Pitot tube/erratic airspeed readings	163 / 02
Luscombe Part Information-carb heat assy	163 / 04
Basic Wind Driven Alternator	163 / 04
A Little More on slick Magnetos	163 / 06
Exhaust stack problem, V. Bertschi	163 / 01
Exhaust stack problem-A Remedy, J. Zazas	164 / 04
Carb heat muffs-problems w/aluminum	164 / 05
Care & repair of the AAF Type A7 magneto switch	165 / 04
A7 magneto switch repair tips, follow-up	167 / 02
B & C alternator installation	169 / 11
Installing an oil filter on an A65?	169 / 13
A65 Stromberg carb mixture setting- Gar	171 / 13
Exhaust failure - H. Hollinger	174 / 03
The Dangers of a questionable exhaust system	174 / 04
Mysteries of the Stromberg Carburetor	186 / 06
Some of You Have This Problem and Don't Know It	189 / 05
Safestart Starter System	197 / 05
Plane Power Introduces 50 Amp Alternator	198 / 03
Baffling Facts About Your Exhaust System	202 / 03
Modifications for the A7 Mag Switch	204 / 01
A7 Mag Switch Repair Kit	207 / 01
Carburetors are the Difference	210 / 02

ENGINES - CONTINENTAL CONVERSIONS

100hp in Luscombe	10 / 01
100hp in Luscombe	19 / 06
100hp in Luscombe	20 / 04
Review of Differences in A Series Engines	24 / 04
100hp in Luscombe	29 / 02
8A/O-200 Conversion	33 / 05
8A/O-200 Conversion	35 / 05
Steps to Convert 8A to E or F	39 / 01
8E or 8F Conversion to O-200 - Cowling Changes	39 / 02
8E to 8A - Paperwork Available	44 / 02
Photo of Engine Mount Cones	45 / 03
George Bryan's O-200 Conversion	46 / 02
Danny Duggan's O-200 Conversion	49 / 02
Technique with FAA to Change Engines	51 / 02
Oil Filter & Vernier Throttle on O-200	54 / 04
337 for Installing A65 in 8B (Lyc. 65)	62 / 04
337 for C90-14 in 8E	63 / 05
More on Installing the O-200 (FAA)	67 / 02
Viets Logue's O-200 Engine Installation Detail	67 / 16
Performance Gains with O-200	72 / 04
O-200 Conversion Info - Adding Belly Stiffener	74 / 03
8A with C85 & No Wing Tanks or Electrical System	77 / 06
Kit for Adapting O-200-14 to Regular Mount	81 / 05
Getting O-200 Installed in Canada	83 / 02
Paperwork available - O-200 in Lusc. in Canada	85 / 02
Testimonial for A75 in Luscombe	85 / 03
Making engine change w/logbook entry possible	85 / 03
Changing A65 to A75 requires different fuel system	86 / 04
Changing 8A to 8E, 85hp	87 / 03
Info on O-200 powered 8A	93 / 04
Aluminum adaptors to install O-200 - more info	94 / 02
Problems w/A75 engine cranks	94 / 05
Phil Krueger's rebuilt 8A w/C90	95 / 10
Problems w/installing O-200 too far forward	96 / 05
Extending cowling/cowling doors for O-200	96 / 08
Converting 8A to C90-8 including weights	100 / 03
337 - install C90-12 in 8A	109 / 01
337 - changing 8A to 8C	112 / 01
337 - 8A to 8F (C90-12F) & install wing tank	112 / 02
STC - install O-200 & IO-240 soon available	113 / 03
Cardis 1948 8A Skypal w/O-200	115 / 06
Vanderpool 8E re-engined w/A75	115 / 06
337s - 4 - to convert 8A to C85-12	117 / 02
337 to change 8E to 8C w/A75-8	117 / 02
A75 pistons & pins getting scarce	135 / 01
Engine changes in 8 series	143 / 08
Info on O-200 STC available from DLAHF	147 / 02
Engine and Model conversions	151 / 10
TCM (Teledyne Cont. Motors) support	152 / 05
O-200 STC for Luscombe	155 / 09
Converting to a higher hp FAA registry clarification	157 / 07
Aircraft Model Change/ref FAA Order 8130-2D	157 / 08
Luscombe Conversions-converting to C85 or 90	166 / 06
O-200 upgrade - Gar	175 / 12
Replacing A65 w/ C85 - Gar & Joel	176 / 13
Converting an 8A to an 8F	199 / 09
The 8-Series "Higher Horsepower SB" - Revisited	201 / 05
Continental Engines	210 / 02

ENGINES - LYCOMING CONVERSIONS

Larsen's 150hp Conversion - Details	08 / 01
Installing O-235 in Luscombe	26 / 02
Larsen's 150hp Conversion - Details	29 / 01
Gene Popma's 150hp Luscombe	31 / 02
Current McKenzie Address	32 / 05
Photo of Larsen's Fibreglas Cowl	34 / 03
First 150 Lycoming Conversion?	37 / 04
McKenzie Conversions - Details	44 / 02
O-320 vs O-235 Conversion	48 / 02
Manual for 8F with Lycoming 150	53 / 02
Clive Aspinall's 150hp Luscombe	55 / 08
Performance of 115hp Luscombe	62 / 06
Big Engines in the Luscombe - An Opinion	66 / 06
Don Anderson's 0290-D2 135hp 8E	67 / 04
Current McKenzie address	88 / 04
Flight performance of 150hp Luscombe	91 / 04
New Luscombe cowlings available soon	109 / 04
PA12 cowlings used on McKenzie conversions	111 / 03
Comparing O-320 powered Luscombe w/O-200 one	113 / 05
Engine change in 8 series	142 / 08
Converting to a higher hp FAA registry clarification	157 / 07
Aircraft Model Change/ref FAA Order 8130-2D	157 / 08
O-320 conversion - drawbacks – Gar	175 / 12
Modifying a Luscombe Seaplane	193 / 09
Luscombe 150 Conversion	196 / 06

ENGINES - MAINTENANCE & OVERHAUL

Oil Level for Winter Flying	13 / 02
Check for Cracked Crankcase in A65	16 / 02
100 LL Causes Sticky Valves in 8A	37 / 04
Low Oil/Cold Weather = Possible Problem	40 / 01
020 Crank Grinding, 030 Cylinder Grinding	54 / 05
Crankshaft Info (Grinding, etc.)	58 / 05
Fixing Crankshaft Seal Leaks	61 / 03
More on Crankcase Oil Seals	63 / 05
Causes for Engine Quitting on Final	70 / 08
Continental Accessory Case Repair Available	73 / 03
New Continental Engine Nameplates	73 / 03
Leaning & High Oil Temps, Stuck Valves	75 / 07
Break-in Method for Aircraft Engines	76 / 03
Reaming & Bushing Cont. Rocker Shaft Bosses	76 / 04
Leaning with the Stromberg Carb	77 / 08
Freeing Stuck Valve in the Field	80 / 02
More on Idling Failures	81 / 09
Acquiring Continental Engine Name Plate	82 / 03
Hard Starting Cure - Eisenmann Mags	82 / 03
Converting A65 to A75	82 / 10
Check Throttle Cable Outer Sleeve Fastening	83 / 02
Converting A65 to A75	83 / 03
Be sure correct jet installed in A75 carb	85 / 04
A65 to A75 requires larger fuel metering jet	86 / 04
A65 metering jet in A75 - a problem?	86 / 04
Cermi-Chrome cylinders recommended	87 / 01
Incorrectly made 85, 90, O-200 exhaust valve guides	87 / 05
Obtaining Continental engine nameplates	88 / 04
Leaning may cause A65 engine problems	88 / 05
Obtaining replacement data plates from Continental	89 / 02
Fix - Cont. oil leak at push rod tubes	89 / 05
Curing fast idle (intake leak)	89 / 05
Marvel Mystery oil to prevent sticking valves	89 / 05
Valve seats to cure shaking valves	89 / 05
Problems w/stored engines	90 / 03

Source - rocker box plating	90 / 04
100LL fuel causes sticking valves	91 / 04
C90 broken studs at main bearing	92 / 03
Hint - to fix oil leak at push rod housing	92 / 04
Stuck valve in C85	93 / 02
Three-piece oil ring may not be good	93 / 03
Source - Continental parts/name plates	95 / 04
Crankshafts on Continental engines	95 / 04
Painting engines so paint stays on	95 / 04
Testimonial for using Marvel Mystery oil	95 / 04
Continental SB (M87-20) for breaking in engines	96 / 10
New-style lifters prevents stuck valves (C90/O-200)	97 / 04
Low oil pressure fix	97 / 05
More on Continental A75	98 / 04
How to detect excessive crankcase pressure	99 / 09
Valve sticking in Continentals - could be due to lack of oil orifice in rocker	100 / 02
Rocker boss failures in Cont. engines	102 / 03
Manual available - parts interchange for A & C series	103 / 03
C-Series/O-200 maintenance & overhaul manual	103 / 03
Stuck valves = improper guides	103 / 04
Oil dipstick problems	103 / 05
Getting new Cont. engine nameplate	105 / 01
Crush-type washers - removing oil screen/temp bulb	105 / 02
Some oil dipsticks too long	105 / 02
Original A65 paint color	107 / 03
Should lubricant be applied to taper shaft hubs?	107 / 04
Chroming run-out cranks	108 / 04
Curing high oil temps	108 / 05
C85 loses exhaust valve	109 / 05
Journals for rocker pin breaks in O-200	109 / 05
Continental engine misses at 1100 - 1200 rpm	111 / 02
Superior Cylinder kits (A65, A75, A80)	111 / 03
Mag timing for O-200 w/new Superior cylinders	111 / 03
Valves available for Lyc. 65	112 / 09
Superior Cylinder kits (A65, A75, A80)	113 / 03
Rerouting breather tube to minimize oil slobber	113 / 05
Check crank for cracks	113 / 09
Curing oil quick-drain leaks	115 / 08
Tips on engine storage	117 / 04
.020 undersized bearings for Cont cranks	117 / 05
Engine nameplates from Continental	117 / 08
Balancing props & engines	118 / 08
More on .020 under bearings & grinding cranks	119 / 03
Unsticking stuck valves	119 / 10
O-200 problems - cam & lifters	120 / 03
Neoprene tipped needle valve cause A65 fail	121 / 02
Overhaul tip - cover openings	121 / 03
Beware of foreign items in oil sump	121 / 03
Increasing engine life	121 / 04
Fixing oil leaks	122 / 02
O-200 & C90 cranks available - good price	122 / 03
AV Blend additive - is it good?	122 / 03
More problems - neoprene needle valves & auto fuel	123 / 02
O-200A rocker arm failure	123 / 02
A65 engine rebuilder	124 / 01
New A65 cyl	124 / 01
Mag timing hint	124 / 02
Balancing engines & props	124 / 04
Lyc O-235 push rod failures	125 / 03
High oil temp cure for larger Cont engines	125 / 03
Error - Cont parts manual re valve spring for C90	126 / 03
Lowering oil temps - C85, C90, O-200	127 / 14

Winter "front" for carb air box - Cont	128 / 02
Cooling engines	128 / 06
More effect cooling	129 / 01
Preservation kit avail for long term storage	129 / 02
Piston pin plug in A65 - problems/solutions	129 / 03
More - converting C85 to use O-200 crank	130 / 04
Restrictions - use of O-200 crank in C85	131 / 01
Preserving engine during winter flying	131 / 02
Approved way - get higher engine temps in winter	131 / 02
Kit available - install O-200 crank in C85	131 / 03
Cowling shroud & cold weather plug to increase oil temp in winter	131 / 13
Leak proof pushrod tube kit for Cont	132 / 02
Solving high oil temp on 8E w/C85-12	132 / 04
Air scoop installation for cooling - photos	132 / 12
Another cure for too hot oil temps	133 / 14
Aligning Cont rocker arm bushings	134 / 03
New Cont cylinder assemblies	134 / 03
Fix for too hot oil temps	135 / 01
Changing oil easier	135 / 01
A65 - too cool oil temps - a fix	135 / 01
Overheating engine - more info	136 / 09
STCd Cont. pushrod tube seal kit	137 / 03
AD98-17-11 Lyc. & Cont. crank AD	138 / 02
Cont. SB - valve tip hardness alert	138 / 03
Torque limits for Cont. engines	141 / 04
Lycoming oil change intervals	142 / 02
Rotating spark plugs	143 / 02
Cont. A65 piston pin plug wear	145 / 03
Trouble shooting engine that misses	146 / 02
Fixing Cont. kidney-type oil sumps	146 / 03
Cylinder cracking	149 / 03
Troubleshooting tips for an engine that misfires	150 / 03
Oil breather "fixes" on Continentals	155 / 04
Oil breather problems-A different viewpoint	156 / 14
Oil temp running too high-notes from Mattoon '02	160 / 04
Comprehensive Lus 8 series maint manual and more	160 / 06
Preventing cold weather idling failures on Cont.	162 / 03
Cleaning oil screens on Cont. engines	162 / 15
Spring maintenance-Doing That Spring Thing	162 / 16
Fixing Sticking Valves on a Luscombe	164 / 02
Leaking gaskets on a 1941 8B (65 hp Lycoming)	166 / 13
Propeller strike & dialing a crank	171 / 04
Break-in & operation of C90-14, - Gar	172 / 05
Best RPM on a Continental A65	172 / 12
Engine Q&A, TBO for A65, deglazing cylinders,	172 / 13
Break-in, storage, inspection, overhaul,carb C85, Oil leaks, spark plug care, oils to use, etc	172 / 14
Engine Cracks – easy way to find & locate	176 / 07
Replace Engine Mount Bushings	177 / 03
C-90 w/Stromberg carb -difficult hot start	178 / 12
Horsepower: Is More REALLY Better?	186 / 02
Additional Comments on Horsepower	187 / 02
Torgue Spec for Mount & Engine Bolts	188 / 06
Engine "Dripping" After Flights	188 / 07
Long Term Engine Inactivity	188 / 10
Buyer Beware	190 / 05
Buyer Beware - A Response	191 / 03
Confusion Over Continental and Lycoming TBO's	195 / 03
Oil Pressure Problem	196 / 05
Things You Can Do When Big Bro Isn't Watching	200 / 07
Troubleshooting Continental Engine Problems	205 / 01
Continental Engines	210 / 02

ENGINES - MOUNT, FIREWALL, COWLING

Cracks	04 / 02
Firewall Bolt Inspection	13 / 03
Repairing Cracked Cowlings	15 / 02
Univair Nose & Bottom Cowling	21 / 03
Univair Nose & Bottom Cowling	23 / 02
Check Motor Mount Firewall Fittings	31 / 01
Univair Nose & Bottom Cowling	32 / 05
Ratray Fiberglass Cowling Available	38 / 04
Motor Mount Bolts Break	47 / 02
Ratray Cowling - No Mag Cooling Scoop	54 / 05
Custom Cowl for Better Performance	59 / 02
Fiberglass Cowl from Ratray	72 / 03
Pre-War Cowl Latches Available	82 / 03
Installing firewall	86 / 04
Cowlings available from Buzz Wagner	92 / 12
Nose bowls available for 11A	93 / 03
Buzz Wagner's cowlings for 8 series	94 / 01
Cowl grills available - Nagel's of CA	94 / 02
Unusual vibration = motor mount problems	96 / 04
More spark plug clearance w/shorter plugs	98 / 03
Fiberglass cowling & nose bowl available	98 / 05
Beware of modifying the cowling	99 / 10
Postwar Luscombe cowl assembly print	100 / 01
Instl of seaplane baffles/scoop - drawing available	100 / 01
Prewar Luscombe cowl latches available	103 / 04
Cont. motor mounts available	111 / 02
Two 337s for splitting cowling for easier removal	112 / 02
Luscombe Foundation has cowlings	112 / 08
Two 337s for splitting cowling for easier removal	113 / 01
Ratray seeking STC on split fiberglass cowling	113 / 03
Better cooling method	117 / 02
Split cowling available from DLAHF	118 / 03
Luscombe Foundation now produces baffle sets	122 / 08
Cracked cowling fix	124 / 02
Cracking in lower engine mount attachment reinforcement plates	124 / 05
Easier way to install cowling air inlets	125 / 03
Attaching SCAT hoses to cowling & heat muffs	126 / 03
337s (2) for splitting cowling	127 / 02
Eismann mag repair source	128 / 02
Prewar ss firewalls available	129 / 01
Engine baffling	130 / 14
Cowling placement effects engine temps	131 / 02
SS firewalls available	133 / 07
Modifying cabin heat assembly for more/less heat	133 / 13
Lack of spark plug clearance caused by cowl sag	144 / 02
Ratray 2 piece fiberglass cowling	146 / 02
Fiberglass cowl for Luscombe - Ratray?	146 / 02
Removing & replacing a firewall dishpan (Gar)	169 / 09
Differences in cowl openings - Gar	173 / 10
Crankcase contacts cowl- suggested fixes	182 / 09
New & Improved Fuel Valve, Torques, Cables	189 / 08
Engine Cowling Layout, Assembly and Installation	192 / 09

ENGINES - OTHER CONVERSIONS

Karlovich Doncoupe 8A w/90hp Ken Royce radial	86 / 07
8A being rebuilt w/Subaru 1600 engine	86 / 09
Subaru-powered Luscombe - progress report	94 / 09
Subaru engine installed in Luscombe	98 / 09
Mosler engine installed in 8A	104 / 02
Horsepower: Is More REALLY Better?	186 / 02
Additional Comments on Horsepower	187 / 02

FUEL SYSTEM - SELECTORS, LINES, TANKS

Inspect Fuel Tank Strap	14 / 01	Wing tanks available	98 / 05
Method to Calibrate Fuel Gauge	16 / 02	Metal wing tank cover on fabric wings?	98 / 09
Fuel Selector Indent Sensitivity - Beware	26 / 03	Avoid "L"-shaped fuel selector/shut-off	98 / 11
Source for Vented Fuel Caps	30 / 03	Substitute fuel selector(s) for 8E/F	99 / 02
Fuel Cell Purchase & Repair	32 / 05	Correct installation of fuel selector	99 / 05
Aux Fuel Tank for 8A - in Seat	33 / 03	Inspect Gerdes fuel selector cable in 8E/F	103 / 05
Installing 12 1/2 Gallon Tanks in Metal Wings	36 / 01	Getting extra emergency fuel from wing tanks	104 / 05
Aux Fuel System From Old Fuselage Tank	37 / 05	Fuel system needed for hp over 65	105 / 02
Source for Wing Tanks	39 / 02	Sloshing compound ok to use w/auto fuel	105 / 03
Source for Vented Fuel Caps	39 / 02	Bladder tank repair facilities	105 / 03
VW Oil Cap Fits Fuel Tank	40 / 01	Simple, effective fuel switch guard	105 / 03
Paperwork for Installing Timm 4 1/2 Gal Tanks	44 / 02	Person to aid w/wing tank paperwork	107 / 02
Wag Aero 6 1/2 Gallon Wing Tanks	46 / 02	Plans to install wing tanks in rag wing	107 / 02
New, Self-Lub. Fuel Valve	47 / 08	337 - install 6.5 gal. wing tanks in rag wing 8A	109 / 01
Auto Fuel STC Info	48 / 02	Getting rid of cockpit fuel odor	109 / 04
Fuel Cell Repair Story	48 / 02	More info on Buzz Wagner 12 gal. wing tanks	110 / 03
12 1/2 Gallon Fuel Tanks Made Up	48 / 05	Crack found in spar when tank removed	110 / 04
Auto Fuel STC Info	49 / 01	Metal wing tanks available from the Foundation	111 / 02
Timm 4 1/2 Gallon Fuel Tank Info Available	50 / 01	Two 337s - make & install 12 gal. fuel tanks	112 / 01
Fix for Stuck Fuel Selector Valve Rotor	50 / 02	Metal wing tanks available from the Foundation	113 / 02
Fix for Fuel Tank Leak at Filler Neck	50 / 03	All about installation wing tanks in rag wing	113 / 03
Fuel Selector 5/32 Chrome Steel Balls	50 / 05	Approved data - install wing tanks in rag wing	113 / 04
Selector Valve O-ring Maintenance	50 / 05	Fuel cap markings	113 / 08
Auto Fuel OK for Bladder Tanks?	51 / 05	Info about 5 gal aux tanks & 12.5 wing tanks	114 / 02
Three Fuel Tanks in Luscombe?	52 / 05	Poor fuel cap gaskets can cause fuel to transfer from tank to tank	115 / 08
Leave Old Fuel Line in Fuselage - for Ferry	55 / 08	337 from England to convert 8A w/ fuselage tank only to C85-12	117 / 02
Pan for Refueling - Avoids Spills	57 / 08	Fuel valve can cause siphoning between tanks	117 / 10
Leaky Fuel Valve Solution	58 / 05	Loose fuel cap seals allow water	118 / 02
Inadvertent Fuel Transfer - Remedy	59 / 05	Replace alum fuel lines, old ones become restricted	118 / 03
Fuel Gauge Cork Coating	59 / 11	Gascolator problems	120 / 03
Brittle Primer Lines Break	59 / 13	Wing tanks available?	122 / 08
Replacement Fuel Valve	63 / 05	Are gascolator/fuel lines of correct size	123 / 02
Fuel Value Problems/Solution	65 / 03	Glass sediment bowls available	124 / 02
8 Series Lowest Level in Fuel Syst. - Caution	66 / 05	Are gascolator/fuel lines of correct size	124 / 08
Fuel Cap in Fuselage Tank - A Caution	67 / 04	Are gascolator/fuel lines of correct size	124 / 09
Potential Problem in Bladder Tanks	67 / 04	Simple fuel switch guard - photo	125 / 07
Wag Aero Does Bladder Tank Repairs	72 / 03	Glass sediment bowls available	125 / 08
Timm Tanks - Plans & Mounting Info Available	73 / 03	Wobble pumps & higher hp engines	125 / 08
T-Fitting Caused Takeoff Engine Hesitation	74 / 05	Harding fuel valve problems in 8Es	125 / 09
Leaky Primer Fix	75 / 04	Corrosion can occur under felt in fuel tank straps	128 / 04
Wag Aero Luscombe Bladder Tanks & Repairs	78 / 04	Lusc Foundation fuel tanks	128 / 08
Problem with Fuel Line Using Auto Fuel	78 / 06	Fuselage fuel tank gauges available	129 / 01
Fuel Cell Repair in Canada	79 / 02	30 gal Plyocel nylon tanks available	129 / 01
Source for Aluminum Wing Tanks	82 / 03	4.5 gal Timm tanks not available	129 / 01
Wag Aero has Bladder Tanks - \$765/Side	83 / 02	Corrosion can occur under felt in fuel tank straps	129 / 03
Buzz Wagner's 12.5 gal. wing tanks	84 / 02	Wing tanks plus fuselage tank not allowed	130 / 02
Buzz Wagner's 12.5 gal. wing tanks	84 / 02	Fuel caps designed to eliminate water	130 / 02
8A fuel tank retaining rusts	87 / 04	Prices for Hartwig new or repaired cells	130 / 04
Timm 4 gallon aux tank installation info	88 / 02	SL to replace Harding fuel selector w/2 selectors	130 / 09
Kit - convert from bladder to metal tanks	88 / 02	Timm tanks will not be produced, 12.5 gal tanks will	131 / 02
Disintegrating float causes fuel blockage	88 / 04	Fuel line placement must have downward angle	131 / 02
Check clogged fuel tank pick-up in 8A	88 / 12	Fuel cap to keep out water & bugs	131 / 04
Clean fuel tank strainer in 8A	89 / 05	Harding fuel valve replacement/repair	132 / 08
Wing tanks available - Buzz Wagner	92 / 12	Fuel cell repair sources - beware	133 / 02
Sloshing compound - do not use in metal tanks	93 / 02	Faulty fuel neck gasket - fuel in fuselage	134 / 03
Fuel cells, new & repaired - Hartwick	94 / 02	Fuel cell repairs - be careful	134 / 07
Inadvertent fuel shutoff	94 / 08	Plugged fuel cap vents caused crash	134 / 14
Fuel filler neck grommet available	95 / 03	Wag Aero repl tanks	166 / 12
Repairing small crack in metal fuel tank (no welding)	96 / 03	Fuel cell repairs - be careful	135 / 01
Inadvertent fuel shutoff on 8E	97 / 04	Fuel neck grommets	135 / 08
Repairing small cracks in metal tanks - A warning	97 / 04	Gascolator problems	137 / 03
How to remove metal wing tank	97 / 08		

Gascolator safety wire	138 / 05
Wing tanks available from DLAHF	138 / 06
Tips on installing rag wing fuel tanks	138 / 08
Gascolator alert - auto fuel	140 / 04
Fuel flow test - how to do it	142 / 01
Replace old Harding fuel valve w/new Imperial	142 / 01
Bladder tank source - best way to install	142 / 01
Cracking firewall forward lines/fittings	145 / 04
Much more on Curtis drain valves	145 / 04
Cedric Marcandier's 8A w/backup fuel wobble pump	146 / 13
Tension on cable holding fuselage tank	147 / 01
What fuel flow should be	147 / 01
DLAHF wing tanks	147 / 01
Harding fuel valve problems	150 / 05
New fuel valves	151 / 06
LaTour gascolators available	151 / 06
Things to check when using auto fuel	151 / 11
Fuel Valve Notes & Imperial valves	152 / 06
Auto fuel STC paperwork	152 / 04
Auto Gas STC requirements	152 / 07
Stromberg Carburetors: Fact & Fiction	153 / 09
Leaking primers	155 / 04
Increasing fuel capacity in 8E	155 / 13
Wing tank installation problems	158 / 13
Luscombe wing tanks-notes from Mattoon '02	160 / 04
Replacement fuel valve FAA-PMA approved	160 / 09
Imperial fuel valve maintenance	161 / 03
FAA/PMA Fuel valves from the Foundation	162 / 07
Allen Fuel selector valve	163 / 03
Luscombe pre-war rag wing-wing/wing tank	164 / 05
Fuel valve 700-4F4F-F markings	165 / 1F
Wing tank installation-rib mods	165 / 13
Cross-feeding fuel tanks, Q&A for Gar	167 / 05
Fuel feeding problems	168 / 03
Fuel selector problem	168 / 10
An experience w/ Wag Aero Luscombe fuel tanks	169 / 09
Proper vented cap for fuselage tank – Gar	171 / 13
Timm fuel tanks – Gar	174 / 11
Replacement of the wing tank on an 8E - Gar	175 / 10
Luscombe Tank Repair – Gar	175 / 11
Fuel tank leaking when full – Gar	176 / 13
Broken Curtiss Drain Valve - D Luscombe Phantom	177 / 11
Timm Tanks	177 / 12
Overhaul of the Scott Fuel Gauge – G Barker	179 / 12
Replacing a Scott Fuel Gauge w/Rochester Gauge	179 / 13
Luckenheimer Primer – repacking	179 / 14
Andair Fuel Valves	180 / 02
Team Luscombe Receives Approval for fuel valves	180 / 02
Replacing fuel tanks in an 8E	180 / 12
Andair fuel valve correction	181 / 02
Metal Gascolator Failure	182 / 06
Imperial Fuel Valve Replacement w/ Improved Handle	188 / 06
Wing Tank Installation in an 8C	189 / 02
New & Improved Fuel Valve, Torques, Cables	189 / 08
Luscombe Fuel Valve Safety Lock	190 / 03
Luscombe 8 Series Fuel Systems	193 / 03
Modifying a Luscombe Seaplane	193 / 09
Lunkenheimer Primer Fittings	195 / 12
Update on Harding Valve Replacement	200 / 02
Blocked Fuel Lines	202 / 12
Running on Both Fuel Tanks	204 / 12
Tite Seal Dissolves in Auto Gas	208 / 02

FUSELAGE

Fuselage Drain Holes - Enlarge Them	06 / 01
Carry-thru Spar Inspection Hole Covers	13 / 03
Better Fairing Attachment Method	15 / 02
Carry-thru Spar Corrosion & Prevention	22 / 04
Fixing Cracks in Tailwheel Bracket	25 / 06
Front & Rear Carry-thru Spars Available	27 / 02
Carry-thru Spar Inspection Hole Covers	35 / 03
Carry-thru Spar Block Crack	38 / 03
Replacing Front Door Post	44 / 12
Two Areas in Tail Cone to Check for Cracks	44 / 12
Carry-thru Spar Maintenance	44 / 13
Carry-thru Spar Check	44 / 14
Stiffener Between Firewall & Gear Box	44 / 14
Spar Carry-thru AD Alternative	49 / 03
Bulkhead/Doorpost Cracks	52 / 03
Carry Thru Spares Now Available	54 / 05
Fuselage Jig Available in Mich.	59 / 02
Inspection Holes on Carry-thru	59 / 03
Holes for Spar Carry-Thru Inspection	60 / 07
Check Spar Carry-Thru for Errant Drilling	62 / 04
Beware - "Soft" Carry-Thru Spars	71 / 02
Rear Spar AD - An Alternate Method	73 / 08
Blueprint Available for Fuselage Jig & Ref. Points	74 / 02
Applying Large Fuselage Skin	75 / 06
Blueprint Available for Fuselage Jig & Ref.Points	77 / 02
Cracks in aft bulkhead	88 / 04
337 - how repairs were made, wing, fuselage, tail	91 / 02
Intergranular corrosion on carry-thru spar: AD 55-24-01 wouldn't reveal it	94 / 05
Retractable handle for ground handling	96 / 03
Hoyle Luscombe w/all new skins	96 / 07
Mistake in Univair rear bulkhead	98 / 04
Leaky skylight can cause carry-thru spar corrosion	98 / 04
Good polish & sealer for aluminum skin	98 / 09
Photo of cracked rear bulkhead	104 / 07
Potential for wing attach fitting corrosion	107 / 06
Check for cracks at the tail spring attachment	111 / 02
Alternate method for AD on rear carry-thru spar	111 / 04
B. A. S. retractable tail pull handles	112 / 03
Check aft tail cone for corrosion & cracks	112 / 08
Bulkhead #2, doorpost cracks	116 / 05
Jig for rebuilding T8F fuselage	116 / 07
Anodized carry thru spars available	117 / 11
DLAHF has reinforced kit - rear bulkhead	118 / 03
Door post cracks	120 / 04
New carry-thru spars available	120 / 05
Bulkhead damage at rear	121 / 08
Inspecting door post & front gear box bulkhead	123 / 02
Preventing oil canning of skin	124 / 01
Detecting faulty rivets	124 / 05
Check gear box/wing strut attach area	124 / 05
Check #8 bulkhead for cracks	125 / 09
Inspect for cracked door frames	130 / 01
#2 bulkhead service problems	132 / 06
Problem/fix for Univair tail bulkhead	133 / 03
#2 bulkhead inspection	133 / 06
Be sure drain holes are open	134 / 03
Problem/fix for Univair tail bulkhead	134 / 07
Photos/story of BAS tail pull handle	134 / 13
More problems w/bulkhead	136 / 08
Check #2 bulkhead lower pulley attachment	144 / 02
How to replace carry=thur spar	147 / 01

New #7 bulkhead: check for off-center attach bolts	149 / 02	O-Ring Replacement on Silflex Gear	80 / 02
Cracks in the Luscombe firewall	152 / 13	Tie Rod End for 8 Series Gear	81 / 05
Carry through spar corrosion found	166 / 04	Jack Strut Rod End Failure	81 / 08
Luscombe sheet metal questions, fuselage skins	170 / 04	Corrections for Sagging Gear (Shims)	81 / 08
Doorpost and bulkhead #2 cracking review	172 / 05	Jack Strut Rod End Failure	82 / 02
Bolting #2 vertical bulkhead, or riveting? - Gar	173 / 10	Proper Gear Tension	82 / 03
Hoisting the Luscombe fuselage	173 / 14	Replacement tie rod fork available	87 / 08
Bolting/Riveting #2 bulkhead - addl comments	174 / 03	Gear oleo oil - use auto transmission fluid	90 / 04
Door Post Cracks – P Richter	174 / 04	Gear leg fatigue crack causes crash	91 / 04
Flair Tube outlets – R Pickett	175 / 09	Checking gear alignment - correcting it	94 / 04
Flair Tubes – R Marcus, Canada	176 / 02	Tri-gear Luscombe	94 / 10
Carry-thru Spar Inspection	193 / 10	Water in gear leg can cause failure	97 / 04
Corrosion: A Subject Overview	200 / 05	Fairing attach hole in gear leg can weaken gear	97 / 04
		Easy way to add/replace spacer in oleo to improve Silflex gear	97 / 05
GEAR - AXLE, LEGS, TIE RODS, SPRING, OLEO, BOX		Possible source for jury strut fork ends	97 / 05
Inspecting Gear	01 / 01	Correct weight oil for oleo	98 / 03
Cracks - Where Axle Joins Leg	08 / 03	Using spacer in oleo to cure gear spread	98 / 03
Silflex Gear Position on Aircraft	10 / 04	Procedure - removing bolts in gear (pivot)	98 / 09
Gear Legs & Rust Prevention	13 / 02	Proper tension for gear brace wire	98 / 09
Gear Inspection Procedure	13 / 03	Checking gear for rust	99 / 05
4130 Tube Used in Place of Tie Rods	16 / 02	More on oleo (shock strut) oil	100 / 04
Leave Tie-rod on When Using Wheels	17 / 02	Fluid level for oil in 11A strut	105 / 02
Replace S-9 Fork End Bolt in Jackstrut	20 / 02	Can gear rigging be done by adjusting tie rods?	105 / 02
Inspect Gear for Unauthorized Welds	20 / 06	20 wt. engine oil ok for shock strut	105 / 02
Check Bolt in Silflex	21 / 06	Rust found in gear leg - how to fix	105 / 09
Gear Alignment Procedure	24 / 04	Regular gear vs Silflex gear - service	109 / 11
Inspect Gear for Unauthorized Welds	26 / 02	Rust found in gear leg - how to fix	112 / 08
Fixing Leaky Oleo	26 / 03	Rust in gear leg - how to tell	113 / 02
Center Section Replacement	27 / 04	RH gear hinge pin heat treating	116 / 01
Jack Strut Clevis Failure	30 / 03	Correct gear alignment	117 / 01
Silflex Gear Conversion	31 / 05	RH gear hinge pin heat treating	117 / 01
Silflex Gear Conversion	32 / 05	Steel tube replacements for gear wires	117 / 10
Landing Gear/Tie Rod Gusset Failure	33 / 03	DLAHF working on new RH gear shackle, pin	118 / 03
Silflex Gear Characteristics	34 / 04	More re landing gear hinge pins	119 / 02
Silflex Gear Conversion	37 / 05	Lusc Found. has ski struts to replace	120 / 02
Method to Check Tubing for Rust	39 / 04	Streamlined wires on gear – ref 2 issues	121 / 09
7/16" Forks for Jack Struts	39 / 05	New stronger gear shackles from Foundation	122 / 08
Gear Brace Tube Dimensions	44 / 10	Beware of gear corrosion	122 / 09
Replacing Upper End of Jack Strut	44 / 14	New stronger gear shackles from Foundation	123 / 05
Tool to Remove Fuselage Gear Bolts	45 / 05	Service bulletin on landing gear	123 / 05
Adjustable Gear Spread on Silflex	45 / 06	Gear hardware kit available from Foundation	123 / 05
Gear Area Corrosion	46 / 06	Beware of gear corrosion	124 / 02
Toe-in VS Toe-out	47 / 02	Excessive gear spread	124 / 02
Check Upper Arms & Bolts	48 / 05	Fixing aircraft which leans	124 / 02
Gear Area Corrosion	49 / 02	Check for defective gear shackle	124 / 02
Gear Spread	49 / 04	Silflex gear legs may be available	124 / 02
Gear Alignment Procedure	54 / 01	Using compass to check wheel alignment	125 / 03
Gear Alignment Procedure	55 / 02	Installing new gear leg info available	125 / 04
Gear Box Bulkhead - Squeaks if Cracked	57 / 03	Drilling gear legs w/o breaking drills	125 / 05
T8F Gear May Be Available	59 / 01	Ski strut tech data - why round tubing	125 / 08
Correcting Too-wide Stance	59 / 02	Match drilling of replace gear legs	128 / 03
Gear Removal & Overhaul	59 / 04	SB #2 - replacement of landing gear shackle	128 / 10
Shim Method for Fixing Gear Spread	63 / 05	Check & replace jack strut bolt	129 / 01
The gap in brace between front & rear gear legs	65 / 02	Silflex gear legs available	129 / 09
More on gap in brace between front & rear gear legs	69 / 05	Shock strut seals available	131 / 02
The Correct Landing Gear Oleo Oil	70 / 03	Gear strut oil	131 / 02
Installing New Landing Gear in 8A	70 / 05	Gear failure at axle juncture	132 / 03
337 for Tubing to Replace Tie Rod	74 / 01	Silflex gear legs now available	133 / 07
Oleo Spring Preload	74 / 04	Landing gear shackle avail - redesigned	133 / 07
337 for Tubing to Replace Tie Rod	77 / 02	Check landing gear pivot bolt	133 / 14
Maladjusted Brace Wire Causes Uneven Braking	77 / 05	Disassembly of oleo stock strut	135 / 02
Silflex Gear Strength	79 / 05	Lusc flying/landing tie rods - the story	135 / 07

Photo of lower gear leg corrosion	135 / 12	Luscombe Ski Struts--Follow-up	186 / 04
Silflex gear legs soon available	138 / 02	Comments on the Luscombe Ski Strut Installation	186 / 05
Silflex gear too strong?	141 / 08	CAUTION: Check Landing Gear Before Ski Flying	187 / 06
Landing gear oleo spring measurement/repair	142 / 01	Modifying a Luscombe Seaplane	193 / 09
Toe-in for gear? A no-no	142 / 01	Installation of Ski Struts	194 / 09
Better gear parts available	142 / 09	Calculating Safety Cable Lengths for Ski Installation	204 / 08
Easiest way to clean around oleo	144 / 02		
Service letters available on gear alignment	144 / 02		
Oleo spring service	144 / 02		
Aligning gear - tips	144 / 02		
Importance of drain hole in gear leg	147 / 01		
Landing gear shackles now better	149 / 02		
Jack strut reinforcement	149 / 03		
Gear Axle failure	152 / 02		
Landing gear life extension	153 / 07		
Luscombe lists to the right-correcting	157 / 01		
Luscombe lists to the right-responses	158 / 03		
Removing and repairing leaking oleo strut	162 / 01		
What Oil should one use in the Oleo?	163 / 03		
Heat Treating Gear Legs	163 / 05		
Aligning Landing Gear	166 / 04		
Landing gear inspection	172 / 02		
Aligning the Silflex Gear – J Gehring	174 / 07		
Silflex gear adjustments & alignment-D Combs	175 / 02		
Lower Gear Legs – area for potential cracks	176 / 07		
Bent gear cross member / dented jack strut - Gar	176 / 12		
Tail Spring Strengthening Modification - J LaRoche	184 / 10		
Crack in Forward Landing Gear Bulkhead	185 / 10		
Drain Holes in Gear Legs	187 / 06		
Silflex Troubles	187 / 07		
Old Age Causes Sagging	187 / 12		
Gear Leg Heat Treating	188 / 05		
The 7/16" S-9A Jack Strut Fork End	190 / 10		
Luscombe Gear Box Holes	191 / 02		
Jack Strut Crack	195 / 12		
Gear Oleos for the Standard & Silflex Gear	200 / 02		
Luscombe Landing Gear Replacement & Rigging	203 / 02		

GEAR - FLOATS & SKIS

1941 8C on Floats - Photo	05 / 01
Cracks in Gear Box with Skis	16 / 02
Steel Tube Tie Rod Used for Skis	22 / 01
Luscombe on Floats - Characteristics	24 / 05
Luscombe on Floats - Characteristics	27 / 04
Flying on Skis - A Warning	28 / 03
Flying on Skis - A Warning	30 / 04
8A on Floats	33 / 03
Ski Installation Drawings Available	47 / 02
Float Installation Info & Drawings	56 / 04
Southern Wings Floats May Be Available	63 / 04
Bud Jones' 8A on Skis (Federal A-1500)	64 / 12
8A on Skis - Accident & Advice	71 / 06
Mod to raise angle of attack - on floats	88 / 02
Float fittings & struts available	100 / 02
Luscombe Assoc. has Edo float info	108 / 05
Float attach fittings being produced	113 / 03
New Luscombe floats?	131 / 09
New address for Edo floats	144 / 01
Floatplane tow handle	166 / 15
Ski flying & proper ski installation	167 / 06
One-man ski lift available	168 / 02
Luscombe on Skis – Gar Williams	174 / 13
Luscombe Ski Struts – J Gehring	185 / 13

GEAR - TAILWHEEL

Tail Spring Bolt Inspection	05 / 01
Tailwheel/Ground Loop Problems in Winter	11 / 4
Tailwheel/Ground Loop Problems in Winter	11 / 4
Inspecting Tailwheel Bracket	13 / 03
Tail Spring Bolt Replacement	13 / 03
Tailwheel Assembly Inspection	16 / 02
Tail Spring Breakage Problem & Solution	24 / 08
Fixing Tailwheel Shimmy - Maule	26 / 04
Fixing Tailwheel Shimmy - Maule	27 / 04
Installing Front Tail Spring Bolt Correctly	33 / 04
Tailwheel Shimmy with Maule & Others	35 / 02
Tail wheel Spring Mod - to Stop Breaking	35 / 02
Tailwheel Shimmy with Maule & Others	36 / 02
Tailwheel Spring Mod - to Stop Breaking	38 / 04
Tailwheel Shimmy with Maule & Others	39 / 05
Tail Spring Strengthening	40 / 03
Tailwheel Shimmy with Maule & Others	40 / 04
Tailwheel Spring Mod - to Stop Breaking	42 / 04
Maule Tailwheel Fix	49 / 05
Non-Swiveling Scott Good for Ground Handling	54 / 04
Better Rudder Horn/Tailwheel Spring Attachmt.	60 / 02
Check for Rudder Horn Wear	64 / 04
Install Forward Tailspring Bolt Pointing Up	69 / 1A
Scott 3200 Tailwheel 337 Available	74 / 01
Tailwheel Spring Fix	80 / 08
337 tailwheel hold-down (like glide tow)	89 / 07
Fix for worn rudder horn	93 / 12
Cracks in tailwheel attach bracket	94 / 05
Testimonial for Scott 3200 tailwheel	100 / 03
Another Scott 3200 tailwheel available	100 / 04
Difference - weight of Scott 3200 & 2000	103 / 03
Gear fills w/water - drain hole needed	103 / 05
Tailwheel reinforcement plate	103 / 10
337s for installing Scott 3200 tailwheel	111 / 02
Drawing available for tail skid	111 / 03
DLAHF has improved tailwheel spring	118 / 03
Check attach bracket	119 / 08
Tailspring mounting	120 / 05
Tailspring support bracket damage	121 / 08
Tailwheel woes	157 / 02
The little wheel at the back-tailwheel maintenance	157 / 03
Tailwheels-approved options	159 / 11
Tail wheel shimmy	164 / 02
Tail wheel spring clips	168 / 02
Luscombe broken tail wheel –pictorial - J Danda	175 / 05
Tailwheel directional control - Gar	175 / 10
Tail leaf springs – repair	176 / 08
Installing a Maule tailwheel	179 / 09
Scott 3200 tailwheel installation	179 / 09
Tailwheel Shims – T Lutz	177 / 11
Scott Tailwheels - update/parts illus Scott 2000	179 / 03
Tailwheel and spring recommendations – Gar	179 / 14
Additional tailwheel input	180 / 12
More on tail wheels-Lang vs Scott 3200; SBs 8/1-48	181 / 13
Lang Tailwheel by D Mohrbacker	183 / 11

GEAR - WHEEL PANTS & FAIRINGS

Fiberglass Pants Available	14 / 04
Reinforcing Pant Brackets from Wag Aero	26 / 03
Univair has Wheel Pant Brackets	37 / 03
Plans Available for Pant Brackets	37 / 03
Bracket for Cessna-type Pants	37 / 04
Possibility of Manufacture of Metal Pants	38 / 05
Jess Beard's Gear Leg Fairings	52 / 08
Customized Gear Leg Fairings	58 / 06
4/5 Scale Wheel Pants	59 / 02
Correct Wheel Pant Installation & Brackets	62 / 02
Metal wheel pants may be available	93 / 02
Luscombe Foundation soon to have metal pants	113 / 03
Cracking wheel pants brackets	117 / 04
Metal pants still not available	128 / 08
Installing Cessna pants on 8F	131 / 02
Metal pants - soon available?	138 / 02
337 for Fiberglass Wag Aero wheel pants	152 / 02
337 for Wag Aero wheel fairing installation available	157 / 01
Camloc Access Doors for Wheels	200 / 02

GEAR - WHEELS, BRAKES, TIRES

Cleveland Wheel AD	02 / 01
Luscombe Brakes - Types Described	09 / 01
Low Tire Pressure & Side Load = Blow-out	11 / 02
Tips on Maintaining Goodyear Brakes	23 / 02
Goodyear Disc Brake Reconditioning	33 / 04
Adjusting Goodyear Mechanicals	38 / 01
Goodyear Disc Brakes - Problems & Solutions	43 / 05
Cleveland Brake Maintenance	44 / 14
McCauley Hydraulic Brakes - Out of Production	50 / 02
Paperwork for Gerdes Brakes	54 / 04
Cleveland Disc Brake Conversion	56 / 01
Better Brake Adjuster for Cleveland Drum Brakes	61 / 05
Hydraulic Disc Brakes - Heel Operated	62 / 04
Goodyear Disc Brake Warning	64 / 04
Check Stem on Inner Tube	65 / 02
Goodyear Brakes - Method to Keep "Clips" in place	70 / 07
Method to Retain Goodyear Brake Clips	74 / 03
Adjusting Cleveland Brakes	77 / 04
Using Cessna Clips on Lusc. Goodyear Brakes	82 / 03
337 for 8:50 x 6 tires available	86 / 01
1/16" cable for Cleveland mechanical brakes?	86 / 04
Size - brake cable in 8 series	87 / 08
Manual available for Goodyear brakes	88 / 04
337 - installing 8:00 x 6 tires	89 / 02
More on brake cable - advocate for 1/16"	89 / 05
Disk brake kits w/serviceable used parts, \$275	93 / 02
Cleveland brake parts/wheel halves available	93 / 02
Shinn dust covers available - Nagel's of CA	94 / 02
Size - original brake cables , 1/16"	94 / 04
Ring to keep clips on Goodyear brakes	94 / 06
Luscombe manual calls for 1/16" brake cable	95 / 03
Disk retaining ring ok on Goodyear brakes	98 / 05
Source for Cleveland drum brake wheels	100 / 02
Making your own Goodyear brake pucks?	107 / 02
Bonded brake linings for old-fashioned Cleveland brakes	107 / 02
Potential problem w/Cleveland disc brakes	107 / 03
Drawings available from Foundation: installing Goodyear brakes	108 / 02
Low Tire Pressure & Side Load = Blow-out	110 / 02
Photos showing hyd. brakes - heel brakes	110 / 06

AD on wheels - inspect carefully	111 / 03
New 337 - Cleveland disc brakes using original heel brakes	111 / 03
New 337 - Cleveland disc brakes using original heel brakes	112 / 02
More on Cleveland wheel AD	120 / 03
Cleveland hydraulic disk brake kit available soon from Foundation	122 / 08
Cleveland hydraulic disk brake kit available soon from Foundation	125 / 04
What about the parking brake?	131 / 01
Cleveland hydraulic brake parts hard to get	134 / 07
Shinn brake parts source	135 / 01
Hydraulic disk brake kits avail. from DLAHF	138 / 06
Brake cables	141 / 07
Mod to make tightening brake cables easier	146 / 03
Cleveland brake conversion kit from DLAHF	147 / 01
DLAHF to have STC for Cleveland brakes	147 / 05
Hydraulic disk brakes to get FAA approval	149 / 08
Maintaining Goodyear brake disc parts	150 / 04
Luscombe Brake adjustment reminder	153 / 02
Goodyear mechanical brakes overview	153 / 10
Shinn brakes and brake parts	154 / 13
Shinn Brake parts source	154 / 14
Shin Brake follow-up	155 / 14
Braking - Another view	155 / 14
Cleveland wheel alert	157 / 03
Maintaining Goodyear disk brakes	158 / 05
Brake conversion question-notes from Mattoon '02	160 / 04
Cleveland wheel halves-suggestions wanted	161 / 13
Timken Wheel Bearings	164 / 03
Shinn brake parts source	169 / 12
Grove disc brakes installed on Luscombes?	172 / 11
Problem turning left during taxi, brake problem	172 / 12
Cleveland mechanical brakes, in-depth	173 / 07
Shinn brake parts source	173 / 10
Problem turning left during taxi, follow-up	173 / 12
Care and Feeding of Shinn Brakes - R Lees	174 / 08
Wheel hubs - a good place to look for cracks	176 / 07
Wheel corrosion on 8F	177 / 12
Landing Gear - toe-in & toe-out	178 / 05
Tires for the 8E/F	193 / 09
Luscombe Wheel Halves Insp/Replacement - Update	198 / 03
Grove Disc Brakes on a Luscombe	199 / 09
Service Note on Replacement Brake Cables	210 / 01

HEATING & VENTILATION

Improving Cabin Heat	02 / 01
Check Heat Muff	05 / 02
Getting Heat in Winter	47 / 02
More cabin heat	88 / 05
How to get more cabin heat	89 / 08
More effective cabin heat idea	96 / 03
Shims in heat muff to increase cabin heat	105 / 04
Tach reverser for back of C-series engines	108 / 03
Service Letter (11/50) to increase carb & cabin heat	130 / 09
Carb & cabin heat on 8A & 8E	146 / 03
Luscombe air-conditioning	159 / 15

INSTRUMENTS/SWITCHES, RADIO & PANEL

Instrument Sub-Panel Mods	03 / 02
Panel Can Be Heliarced to Look New	06 / 01
Instrument Panel Available - Ron Price	08 / 02

Testimonial for Ceconite 7600 Process	63 / 05	Beech-Roby Performances & Characteristics	45 / 06
Paint stripper - use approved type/rinse it	97 / 03	Beech-Roby Prop Applicability	46 / 02
Paint stripper causes corrosion?	102 / 03	Prop Info - Check Static RPM First	52 / 05
Keeping unpainted Luscombe shiny	104 / 03	Wood Prop (76x44) OK for 8A	53 / 03
Refurbishing old masking tape	107 / 04	Wood Prop (76x44) OK for 8A	55 / 03
Foundation has DuPont alum. polish for bare finish	108 / 02	Sensenich Prop Work	56 / 04
Tape strips moved easily using WD-40	111 / 04	Wood Prop (76x44) OK for 8A	57 / 02
Sponge brush to apply final coat of Interlux enamel	111 / 04	Good Prop for A75	57 / 05
Applying polyurethane over butyrate	112 / 09	Prop Overhauls From Sensenich	60 / 07
Recommended paint	119 / 02	Good Prop Place - Maxwell Aircraft, MN	76 / 02
Using tack rags when painting	122 / 02	Proper Prop for Operation on Deep Snow W/Skis	77 / 06
Aluminum priming process	124 / 03	Helicopter Shop Can Balance Your Prop	82 / 03
Powder coating steel structures?	127 / 14	Correct prop for A75 in Luscombe	85 / 03
Corrosion removal service - SODABRADE	127 / 1F	337 - install Aeromatic prop, Model 200/C85	89 / 02
Schaffner alum polish works well	128 / 02	Prop polisher in CA	94 / 02
Nylox wheel for polishing	129 / 01	Wood props available in CA - can repair also	94 / 02
Identifying ac finishes	129 / 03	Fritzen Prop Co. in CA for wood prop repairs	98 / 04
Abrasive use on different metals	130 / 04	Correct prop for A75 in Luscombe	98 / 04
Mar Hyde good primer	131 / 04	Proper torque for wood props	98 / 04
Powder coating steel structure	135 / 03	Proper installation of wood props	99 / 09
Tip on polishing aluminum	140 / 04	Metal prop use/care	102 / 04
Weight & covering method	142 / 03	Correct prop for C85, A75, A65	105 / 02
A better polish for bare alum aircraft	145 / 03	Effect of pitch change & installing props	105 / 05
High temp washer can shrink fabric & tapes	149 / 04	Props for O-200 on 8 series	108 / 05
Thoughts on fabric & recovering Lusc wings	156 / 04	Check spinner - FAA might	112 / 09
Thoughts on fabric & recovering Part 2	158 / 13	Installing hub & prop on taper shaft engines	114 / 03
Photo of Reuther's aerodynamic cuff on oleo bolt	164 / 12	More info - installing hub & prop on taper	117 / 05
The art of stripping (Paint)	170 / 03	Balancing props, engines	118 / 08
Silvaire "S" Cowling Template, (Circle 'S')	170 / 05	Checking prop hub	124 / 04
PolyFiber HS90X not available	172 / 11	Balancing props	124 / 04
Metal Paint Stripper-RemovAll brand	180 / 03	Removing taper crank prop hubs	129 / 07
Polishing a Luscombe	189 / 07	Check attach bolts on fixed pitch	130 / 04
		1B90/CM prop - McCauley - is legal on Lusc	133 / 08
		Wood prop bolt torque	134 / 02
		Metal prop bolt torque	134 / 02
		Tips - installing wood props	135 / 02
		Replace prop bolts often	135 / 02
		Cont prop hub approval	136 / 05
		McCauley prop operating placards can be removed	137 / 05
		Better way to fasten skull cap spinner	137 / 06
		Correct way to fasten skull cap spinner	138 / 03
		No rpm restriction w/McCauley prop	142 / 01
		Wood prop bolt torque	142 / 07
		Special airworthiness bulletin for props	145 / 02
		Tip for mounting wood props	145 / 03
		Info on O-200 STC from DLAHF	147 / 02
		Field inspection of tapered shaft prop hubs	155 / 01
		Loss of propeller bolt torque	155 / 02
		Propeller bolt torque maintenance	155 / 02
		Additional prop installation tips	155 / 02
		Propeller torque/ Loss of propeller bolt torque	156 / 03
		More on Prop torque	157 / 13
		Propeller recommendations	169 / 13
		Prop Install & removal on tapered shaft Continental	173 / 03
		Propeller Questions for an 8F - Gar	174 / 11
		Prop spinner for Luscombe - type and source	175 / 07
		Spinners & other small things that can hurt you	179 / 05
		Vortelator kit/Davids Aviation	180 / 03
		Follow-Up to Comb's prop spinner article	180 / 05
		Prop Spinner failure and follow-up	181 / 11
		Prop Spinner Follow-Up #2	184 / 03
		Propeller Maintenance	184 / 12
		Important Information about Skull Cap Spinners	187 / 08

PLACARDS & NAMEPLATES

Trim & Serial # Plates Available - Ron Price	26 / 03
Placard Sets Available	40 / 01
Refinishing Name Plates	50 / 03
Data Plate Refinisher	58 / 01
Tail Plate Info & Availability	66 / 02
Renewing Old Tail/Name Plates	80 / 03
West Trenton data plates available	99 / 02
Decals/data plates available	103 / 08
More decals available	104 / 03
Kits may be available	119 / 09
Fuel placards available	133 / 07
Replacement data plate	150 / 08
Do your serial numbers match? spars & data plate	153 / 03
Do your serial numbers match? Follow-up	154 / 04
Aircraft Model Change/ref FAA Order 8130-2D	157 / 08
Do your serial numbers match? Follow-up	164 / 06
Luscombe wing serial number difference?	165 / 14
Data plates & data plate replacement	173 / 13
Replacement Data Plates	177 / 03
Certification and Luscombe Model Changes	178 / 13
Rudder Data Plates	201 / 10
Dataplate Source	203 / 01
Operating Limitations	206 / 06
Operating Limitations - Another View	207 / 04

PROPELLERS

Prop Size for 8E	36 / 03
Beech-Roby Performances & Characteristics	43 / 05
Beech-Roby Performances & Characteristics	44 / 11

Beech-Roby Performances & Characteristics	45 / 06
Beech-Roby Prop Applicability	46 / 02
Prop Info - Check Static RPM First	52 / 05
Wood Prop (76x44) OK for 8A	53 / 03
Wood Prop (76x44) OK for 8A	55 / 03
Sensenich Prop Work	56 / 04
Wood Prop (76x44) OK for 8A	57 / 02
Good Prop for A75	57 / 05
Prop Overhauls From Sensenich	60 / 07
Good Prop Place - Maxwell Aircraft, MN	76 / 02
Proper Prop for Operation on Deep Snow W/Skis	77 / 06
Helicopter Shop Can Balance Your Prop	82 / 03
Correct prop for A75 in Luscombe	85 / 03
337 - install Aeromatic prop, Model 200/C85	89 / 02
Prop polisher in CA	94 / 02
Wood props available in CA - can repair also	94 / 02
Fritzen Prop Co. in CA for wood prop repairs	98 / 04
Correct prop for A75 in Luscombe	98 / 04
Proper torque for wood props	98 / 04
Proper installation of wood props	99 / 09
Metal prop use/care	102 / 04
Correct prop for C85, A75, A65	105 / 02
Effect of pitch change & installing props	105 / 05
Props for O-200 on 8 series	108 / 05
Check spinner - FAA might	112 / 09
Installing hub & prop on taper shaft engines	114 / 03
More info - installing hub & prop on taper	117 / 05
Balancing props, engines	118 / 08
Checking prop hub	124 / 04
Balancing props	124 / 04
Removing taper crank prop hubs	129 / 07
Check attach bolts on fixed pitch	130 / 04
1B90/CM prop - McCauley - is legal on Lusc	133 / 08
Wood prop bolt torque	134 / 02
Metal prop bolt torque	134 / 02
Tips - installing wood props	135 / 02
Replace prop bolts often	135 / 02
Cont prop hub approval	136 / 05
McCauley prop operating placards can be removed	137 / 05
Better way to fasten skull cap spinner	137 / 06
Correct way to fasten skull cap spinner	138 / 03
No rpm restriction w/McCauley prop	142 / 01
Wood prop bolt torque	142 / 07
Special airworthiness bulletin for props	145 / 02
Tip for mounting wood props	145 / 03
Info on O-200 STC from DLAHF	147 / 02
Field inspection of tapered shaft prop hubs	155 / 01
Loss of propeller bolt torque	155 / 02
Propeller bolt torque maintenance	155 / 02
Additional prop installation tips	155 / 02
Propeller torque/ Loss of propeller bolt torque	156 / 03
More on Prop torque	157 / 13
Propeller recommendations	169 / 13
Prop Install & removal on tapered shaft Continental	173 / 03
Propeller Questions for an 8F - Gar	174 / 11
Prop spinner for Luscombe - type and source	175 / 07
Spinners & other small things that can hurt you	179 / 05
Vortelator kit/Davids Aviation	180 / 03
Follow-Up to Comb's prop spinner article	180 / 05
Prop Spinner failure and follow-up	181 / 11
Prop Spinner Follow-Up #2	184 / 03
Propeller Maintenance	184 / 12
Important Information about Skull Cap Spinners	187 / 08

Another Report of Losing a Prop Spinner	188 / 08
Full Size Spinner Helps Cylinder Head Temps	188 / 08
PROPELLERS - First & Final Explanation - Norris	191 / 01
Propellers for Luscombes	198 / 08
Lewis Propeller Listing	203 / 07
Fixing Propeller Nicks and Dents	207 / 08

RIGGING, WEIGHT & BALANCE

8F CG Concern	09 / 01
Wing Heavy?Check for Aileron Cover Gap	12 / 02
Effects of Too Much Wash-Out	20 / 04
Wing Heavy?Check Aileron Cover Gap	24 / 08
Check Tension on Rudder Control Springs	25 / 06
Reading the T & B to Trim Aircraft	25 / 06
Low Fuel Level in 8A = Light Tail	26 / 03
Rigging Procedure for 8 Series	32 / 02
Wash-in & Wash-out Defines	32 / 02
Rigging Metal Wing Luscombe	32 / 04
Wash-in & Wash-out Defined	33 / 03
Weight & Balance Quick Reference Chart	37 / 08
Check for Aft CG	57 / 04
Gross weight increase (1260 or 1310 lbs): description of paperwork	93 / 02
Rigging of metal wing 8 series	105 / 09
All about gross weight of Luscombes	111 / 08
Extra gross weight increase for 150 hp?	116 / 10
Check for aft CG	118 / 03
Rigging your Luscombe	126 / 1F
Leveling your Luscombe	142 / 01
Rigging your Luscombe	151 / 08
Luscombe lists to the right-correcting	157 / 01
Luscombe lists to the right-responses	158 / 03
Luscombe rigging	168 / 10
Luscombe metal wing rigging	170 / 05
Luscombe rag wing rigging	170 / 06
When...is an 8E too heavy? – Gar	174 / 13
Luscombe Empty Weight – '47 metal wing 8A	175 / 12
Weight & Balance factors & calculations – D McNeil	176 / 04
More fun with weight and balance - D McNeil	177 / 04
Weighing an Airplane & Calculating the Empty C.G.	192 / 06

TAIL SURFACES

Rebuilding Tail Surface Hinges	03 / 02
Right Rudder Limited Travel	09 / 01
Replace Alum. Bracket Holding Fin to Fus.(AD)	12 / 02
Replace Alum. Bracket Holding Fin to Fus.(AD)	24 / 04
Mods for Rudder & Elevator Hinges	24 / 08
Horizontal Stab Front Fitting - Cracking	25 / 04
Horizontal Stab Front Fitting - Cracking	27 / 02
Replace Alum. Bracket Holding Fin to Fus.(AD)	27 / 03
Replace Alum. Bracket Holding Fin to Fus.(AD)	28 / 03
Replace Alum. Bracket Holding Fin to Fus.(AD)	29 / 02
Horizontal Stab Fitting Available	30 / 03
Horizontal Stab Front Fitting - Cracking	30 / 03
Horizontal Stab Fitting Available	32 / 05
Front Horizontal Stab Attach Fitting Problems	35 / 03
Tail Placard Available	37 / 02
Use Eyebolts in Rudder Horn Repair	37 / 03
Front Horizontal Stab Attach Fitting Problems	38 / 04
Vertical Stab Fitting Failure	39 / 03
Severe Corrosion Found in Attach Area	44 / 15
Tail Surface Corrosion	46 / 07
Installing Stab Front Bolts & Nuts	50 / 01

Installing Stab Front Bolts & Nuts	53 / 06
Rudder Horn Cable Bolts Wear	54 / 05
Vertical Fin Attach & Hinge Pin	57 / 03
Cracked Horizontal Stab Bracket	62 / 04
Tail cone/Stab Attach Fitting Problems	67 / 03
Method for Inspect Front Stab Fitting	70 / 03
Watch Vertical Stab. Aft Attach Fitting	73 / 03
Corrosion Found on Horizontal Stab.	75 / 04
Replacement Horizontal Stab. Attach Fitting	77 / 03
Replacement Horizontal Stab. Attach Fitting	79 / 02
Cracks on Horizontal Stab. Bracket	80 / 03
Replacement Horizontal Stab. Attach Fitting	82 / 02
Control surfaces available - Gar Williams	92 / 12
Horizontal stab attach fittings available	97 / 04
Stabilizer shim - is it necessary?	97 / 09
Round tip stab skins available	98 / 04
More on horizontal & vertical tail attach fittings	100 / 03
Horizontal stab shims	102 / 08
Vertical stab attach fittings has 12 cracks	103 / 05
Inspecting front fin attach fitting	104 / 09
Check for rivet head popping on tail surface fittings	105 / 03
AD94-12-02 -front stab-to-fuselage fitting on round tail Luscombe	112 / 02
Correction to AD 94-16-02 for vertical stab	114 / 01
More re steel attach fittings	115 / 03
Check tail fittings for dissimilar metal corrosion	115 / 03
Cracks found on horiz stab forward fitting	115 / 08
Elevator spar corrosion found in 8A	116 / 02
Vertical fin fitting - need new one?	116 / 10
More re horiz stab spar cracks	117 / 03
Detailed clarification AD94-16-02 vert fin fitting	117 / 09
Horizontal stab fittings in steel	117 / 10
Descrip - steel vert fin fittings that must be replaced	117 / 10
FAA Service Diff Report - cracked horiz stab fitting	118 / 02
Check horiz stab for mouse damage corrosion	118 / 02
Descrip - steel vert fin fittings that must be replaced	118 / 02
Horizontal stab fittings in steel	118 / 02
DLAHF has elevator bushings	118 / 03
Inspecting & repairing rudder	121 / 08
Alignment of round tip vertical fin attach fitting probs	122 / 08
8A rudder cracks discovered	125 / 05
Poorly fitting steel fin fittings	130 / 01
Check ribs in round tail stab	130 / 02
Service Letter - 1948 inspecting rudder horn	130 / 09
Check for cracked ribs	131 / 01
Corrosion in tail surfaces	132 / 05
3 different horiz tail mounting brackets	132 / 06
Vertical fin fitting instructions	133 / 04
Square tip horiz stab "oil cans" during preflight	133 / 07
Corrugated skins will be avail from DLAHF	133 / 07
DLAHF now offers corrugated skins	137 / 06
Round tip stab tips available	144 / 09
More problems w/horiz & vertical stab fitting	145 / 08
Horizontal Stab. Repair tips	151 / 03
Corrugated rudder skins available	168 / 10
Elevator & rudder hinge pins	169 / 11
Corrugated skin replacement sources	169 / 12
Tailbrace wires on a Luscombe	172 / 11
Vertical fin shims, how many to use? - Gar	173 / 10
Loose & Cracked Rudder Hinge – H Dierks	174 / 04
Replacing Horiz Stab Ribs - pictorial	174 / 05
Vertical Fin Attach Bracket Failure-2 articles	181 / 06
Vertical Fin Attachment Fittings	182 / 11

Vertical Fin attach Fittings – follow-up	183 / 13	Truth on wing spar corrosion	104 / 04
Trim Issues	186 / 06	Strut material - rag wing - available	105 / 02
Luscombe Rudder Mod	190 / 03	Check for rivet head popping on wing spar fittings	105 / 03
Service Bulletin Number 3-48	190 / 10	More on intergranular corrosion	107 / 03
Inexpensive Luscombe Rudder Lock	191 / 03	Both aileron spars & skins available	111 / 02
Luscombe Rudder Mod-Correction and Follow-up	191 / 06	Luscombe Foundation has wing jig info	111 / 03
8A Tail Incidence Angle	192 / 05	Using too-long sheet metal screws on fairings	111 / 03
Rudder Horn Extension	192 / 07	Spar inspections - good & bad news	111 / 09
Rudder Mods: Additional Comments	192 / 08	Two 337s for repairing spars	112 / 02
Rear Spar Hinge Bracket Cracks	196 / 07	Two 337s for repairing spars	112 / 02
Rebuilding a Round Tipped (Early) Horizontal Stabilizer	206 / 09	Coating inside wing w/AFC 50	112 / 08
Luscombe Trim Systems	208 / 03	Inspecting spars by using hole-in-wing STC	112 / 08
		Spars available from Foundation	112 / 08
		X-ray type inspection not ok for spars	113 / 03
		9 of 14 metal spar Lus had intergranular corrosion	117 / 01
		Why wing strut length is different	117 / 01
		337 - 4 3.75" inspection holes in metal wings	117 / 02
		Update on intergranular spar corrosion	118 / 02
		DLAHF has aluminum wing hinge pins	118 / 03
		More on wing spar & tip replacement	120 / 05
		Another way to inspect spar in metal wing	121 / 02
		Another 337 for installing 4" insp holes in metal wing	121 / 02
		More on Lusc Foundation wing inspect kits	121 / 09
		Spar replacement - a happy story	121 / 11
		Strut vibration in metal wing	122 / 05
		More corrosion found in metal wing	123 / 01
		337 for repairing & corrosion-proofing inside of wing	123 / 02
		More corrosion - where to look & how to fix	123 / 02
		More on wing strut vibration	123 / 09
		More corrosion - where to look & how to fix	124 / 02
		Jay Cavender's flush-mounted wing insp covers	124 / 06
		Finding spar corrosion - other ways	125 / 04
		Rag wing struts available from Lus Foundation	125 / 04
		Jay Cavender's flush-mounted wing insp covers	125 / 09
		Jack Norris' alternate method to inspect wing spars	126 / 02
		Jack Norris' alternate method to inspect wing spars	127 / 02
		337 for countersunk screws in wing insp. panels	128 / 02
		Jack Norris' alternate method to inspect wing spars	128 / 02
		Why the periodic need for wg inspections?	128 / 05
		Why the Foundation doesn't support the alternate wing inspection method	128 / 06
		Need for RAG wing inspection on AD - how to do it	128 / 06
		Need for RAG wing inspection on AD - how to do it	129 / 01
		Endoscope spar inspection	129 / 02
		More - alternate method for inspecting wing spars	129 / 06
		FAA approved pop rivets?	129 / 06
		Attaching removable wg tips	129 / 06
		More - DLAHF wg inspection kit	129 / 11
		More - wing spar inspections	130 / 02
		No intergranular corrosion found in rag wgs	130 / 02
		Article in recent OK paper on latest AD	130 / 02
		Comments on Norris alternate spar inspection	130 / 07
		Struts available for fabric wings	131 / 01
		Using flush head screws on wing AD	131 / 01
		More Norris method for inspecting for corrosion	131 / 03
		Getting spar replaced in metal wings	132 / 02
		DLAHF has countersunk screw wing inspection kits	132 / 07
		Further wing inspection instructions	132 / 08
		SR #7 - alternate method of complying with wing spar inspection AD	132 / 11
		AD 96-24-17 for fabric wings	133 / 06
		SR #6 - inspecting wings & not damage spars	133 / 09

WINGS

Beware - Old Style Steel Aileron Hinge Brackets	12 / 02		
Secure Fairing Strip Between Wing & Aileron	12 / 02		
Front Side Inner Granular Corrosion	13 / 03		
Beware - Rotten Rib Stitching in Razorback	19 / 05		
Lift Struts Not Available from Univair	21 / 03		
Beware - Old Style Steel Aileron Hinge Brackets	30 / 03		
Monte Jestes to Build Struts for Rag Wing	31 / 05		
Removing Wings - Be Careful of Spars	38 / 03		
Struts Available for Rag Wing	39 / 04		
Strut Fairing Pattern Available	46 / 02		
8 Series Airfoil Number	47 / 02		
Ceconite Fabric Deterioration	47 / 02		
Struts for Pre- and Post-War Rag Wing	49 / 02		
Struts for Pre- and Post-War Rag Wing	50 / 02		
Cessna-Type Stall Warning System	52 / 01		
Aileron Hinge Corrosion	59 / 02		
Moe Ware's Metalized Fabric Wing 8A	61 / 10		
Corrosion Found in Front Spars	69 / 05		
Spar Corrosion/Spar Availability	72 / 03		
Wing Spar Attach Fitting Rivets Corrosion	74 / 02		
Remanufactured Fabric Wing Struts Available	76 / 02		
Corrosion on Wing Spars	80 / 03		
Inspection Holes in Metal Wings?	82 / 02		
Jury Strut Fork End Problems	78 / 03		
Jury Strut Fork End Problems	82 / 02		
Metal wing inspection hole STC	85 / 01		
337 - install leading edge w/CherryMax rivets	89 / 02		
Patch inspection (wing) plate source	89 / 04		
Wing spar inspection hole patches - kit	90 / 04		
337 on wing repairs	91 / 02		
Rag wing struts, pre/post war - Gar Williams	92 / 12		
Example - wing spar corrosion at Moraine	93 / 01		
Flap kit may be available	93 / 03		
Corrosion in wing struts - rag wing	94 / 05		
Corrosion - info from Luscombe engineer	95 / 02		
Cracks found in wing support members	95 / 05		
Inspect for spar corrosion - remove wing tips	96 / 05		
Mod for feather-light ailerons	97 / 03		
Luscombe wing rebuilder in GA	97 / 03		
Intergranular corrosion in wing spars	97 / 03		
Ray Lett's jig to rebuild wings - photo	97 / 07		
Univair to have spar blanks	98 / 02		
Cavender working on STC for larger insp. holes	98 / 09		
Cost to repair wings	98 / 09		
Luscombe spars not approved to repair	98 / 11		
Rag wing Luscombe free of spar corrosion?	99 / 05		
Doing an effective spar inspection	99 / 05		
Cause of intergranular corrosion	99 / 09		
Univair front/rear spar blanks available	101 / 01		

More on 11E Olympian	116 / 02
More on 11E Olympian	117 / 09
Wheel landings	124 / 01
Wheel landing an 11A	124 / 01
11A production going to LV?	134 / 01
11A production going to LV?	135 / 06
Flying the 11A: What happens when engine falls off	148 / 02

8 SERIES - (50)

Chuck Foresters very early 8 s/n 805	117 / 03
Early Lus used Scott full swivel tailwheel not connected to rudder	118 / 02

8 SERIES - 8A (A65)

Serial #1 8A Still Flying	03 / 01
Stress Limits of 8A	03 / 01
8A/8F Comparison (Landings/Takeoffs)	09 / 01
Production Costs ('47)	09 / 02
Cross-Country Performance Figures	16 / 02
Ferry Pilot Remarks on 8A	21 / 06
Converting 8A to 8E	25 / 07
39 8A with Sliding Weight Trim	34 / 05
Performance Differences 8A & 8F	43 / 07
"Super Fuel" & High RPM	48 / 01
Sky Pal Defined	49 / 05
Metal/Rag Wing Performance	52 / 02
Performance Figures	52 / 04
Gross Weight Clarification	53 / 02
Flat Spins	53 / 02
Cross Country Performance Figures	59 / 02
Prop Testimonial - for 74/47 on 8A	61 / 02
Prop for 8A - 74/49?	63 / 08
8A Modified to A75 with Wing Tanks	70 / 1B
John Tittsworth's 8A Converted to C85	71 / 1A
8A Performance with Wood Prop	74 / 04
Subaru Engine in 8A	83 / 02
Ken Royce Radial Engine in 8A	83 / 02
8A with 46 gal. Fuel, Small Wheel Pants	83 / 07
A65/A75 flight comparison	86 / 04
Much modified 8A - Cessna gear, enlarged tail	86 / 08
Performance differences - 8A & 8E	87 / 03
A65 vs A75 in 8A	96 / 04
Elm 8A (A65) on Edo 1340's	96 / 07
Performance comparison - rag/metal wing 8A	97 / 08
When does an 8A become an 8F?	100 / 03
What is Model 8?	111 / 02
Specs including incidence, dihedral, prop sizes etc	118 / 04
Fuel system requirements A75, C85 in 8A	124 / 01
Flying over 10,000 ft	129 / 14
Charles Hjelte's 8A w/Flotorp climb prop	144 / 12
Adsit/Murphy very original '46 8A	147 / 13
Smith very original '46 8A	147 / 14
Dolf Battiforo's 8A w/Beech Roby prop	148 / 14
Proverbial Luscombe in a barn	159 / 15
History of 8A HB-DUX by V. Bertschi, part 1	161 / 14
History of 8A HB-DUX by V. Bertschi, part 2	163 / 08
N71352 Back in the Air After 30-years - L Curtis	185 / 04
8A Tail Incidence Angle	192 / 05
Wing Removal on Luscombe 8A	194 / 05
Converting an 8A to an 8F	199 / 09

8 SERIES - 8B (LYCOMING)

Flying an 8B - 65hp Lyc.	97 / 08
John Williams' 8B w/Lyc 65	125 / 04
A Rare Luscombe 8B	190 / 11

8 SERIES - 8C & D (A75)

41 8C on Floats (photo)	05 / 01
Altitude Performance of 8C & 8E	36 / 02
Ragwing Luscombe with A75 Performs Well - Testimonial	69 / 03
A75 vs. A65 performance	96 / 04
Correct prop for A75	98 / 04
8C instrument pan soon available	131 / 02
Wing Tank Installation in an 8C	189 / 02
Luscombe 8C (from "Luscombe's Golden Age")	197 / 12

8 SERIES - 8E (C85)

Tom Griffin's IFR 8E	26 / 01
Altitude Performance of 8C & 8E	36 / 02
Performance Parameters	47 / 07
Stock Engine Baffling for 46/47 8E	70 / 02
Part Numbers for Oft-Replaced 8E Parts	71 / 01
Healey 8E on PK 1500 floats w/McKenzie 150	84 / 07
Performance differences - 8A & 8E (85hp)	87 / 04
Flight report of 8C - 1941	89 / 03
Flight report of 8C - 1941	90 / 02
Flight report of 8C - 1941	91 / 02
Banta 8E w/12,000 hours - highest time 8E?	99 / 02
Nose heaviness in E or F conversions	131 / 02
Warner's modified 8E w/O-320	142 / 03
NH 8E on Edo 1400 floats	143 / 13
When...is an 8E too heavy? - Gar	174 / 13
Tires for the 8E/F	193 / 09

8 SERIES - 8F (C90)

Facts About 8F with Flaps	07 / 02
Late Model 8F Differences	08 / 03
8A/F Comparison (Takeoffs/Landings)	09 / 01
8F C.G. Concern	09 / 01
Photos & Info on '49 8F Silvaire Deluxe	15 / 04
Possibility of Converting 8F to T8F	34 / 03
Lowest Time 8F?	34 / 05
8F with Over 17,000 Hours	35 / 02
8F with Lycoming 150 - Great for Glider Tow	42 / 03
Performance Differences 8A & 8F	43 / 07
Manual for 8F with Lycoming 150	53 / 02
Pressure Cowl "Liner" Necessary for C90 on Floats	63 / 10
Plans for the Fritz King 8F Restoration	70 / 09
Gluckmann Across the Atlantic exists (photo)	87 / 06
8F owner's manual available	93 / 03
Brockhouse 8F w/17,000 hours - photo	97 / 06
When does an 8A become an 8F	100 / 03
More info on Adkisson award winner	114 / 08
Carry thru spar insp. holes not needed in '59/60 Lus.	130 / 02
Nose heaviness in E or F conversions	131 / 02
Lusc. 8 series going into production	132 / 07
Lusc. 8 series going into production	133 / 08
Story of Chuck Forrester's clip wing	135 / 03
Lusc. 8 series going into production	135 / 06
K. Brunquist's award winning 8F	135 / 14
Background of the 150hp	140 / 06
Ed Thomas' '56 8F - Ft. Collins built	144 / 13
Fitz King's 8F rebuilt for new owner Charles Harris	144 / 14

Wheel corrosion on 8F	177 / 12
8F specs	184 / 08
8F cabin view 1959 Silvaire	184 / 09
1959 Silvaire Deluxe w/Luscombettes	184 / 10
Tires for the 8E/F	193 / 09

8 SERIES – GENERAL

G-Load Capacity of 8 Series	07 / 04
Origination of "Silvaire" Name	22 / 03
Rag vs Metal Wing	23 / 07
Exerpt from FLYING Magazine	26 / 04
Performance Differences: 8A & 8E	43 / 07
Luscombe - How Fast? (Determining Speed)	44 / 07
Specs & Performance	45 / 06
Airspeed/Horsepower Curve	48 / 07
Paint Design Info Available	50 / 01
Spar Corrosion Causes Wing Loss	50 / 05
Best Glide Ratio	47 / 07
Stall/Spin Characteristics	48 / 01
Is it an 8A, 8E, or 8F?	51 / 03
Lowest Time - 155 Hours?	52 / 02
Stall/Spin Characteristics	53 / 02
Stall/Spin Characteristics	55 / 02
Operating with Door Removed	61 / 06
Glide Ratio Research - More	61 / 07
8A with Only 187 hrs. TT	61 / 10
Fact Sheet from FLYING Magazine, Dec. '46	63 / 06
Dev. of Sifflex Gear	64 / 03
Characteristics of Luscombe Metal Wings	73 / 05
Items to Look for in 8 Series Luscombe	77 / 03
Service Difficulty Reports from 1980-86	77 / 11
Luscombes Registered in England	82 / 05
No. of Lusc. (By Type) Registered in US & Canada	82 / 05
Rag/metal wing performance comparison	93 / 04
Adkisson clipped-wing Luscombe	94 / 02
Rag vs. metal wing speed comparison	96 / 04
Differences in S on '48 models	103 / 06
Lowest time Luscombe - 122 hrs	104 / 05
A65 vs C85 performance	108 / 03
Wing tanks needed for Luscombe over 65hp	113 / 03
Comparing O-320 powered Luscombe w/O-200	113 / 05
Reason for redesigned tail after WW2	129 / 05
Tricycle gear to be restored	129 / 07
Prewar skin seams at each bulkhead - why?	131 / 05
1945 version of Lus tail pull handle	134 / 13
Charlie Harris' two Luscombes	137 / 13
Oldest Luscombe 8 flying	138 / 13
Review all models of 8 series	152 / 04
Flying an O-200 powered Luscombe	153 / 04
Certification and Luscombe Model Changes	178 / 13
A Guide to Configuration Differences	181 / 02
LSA & Wishful Luscombe Pilot Thoughts	181 / 04
Luscombe 8 Series Fuel Systems	193 / 03
Flight Characteristics Between Luscombes	196 / 07
Luscombe Window Installation	199 / 02
Grove Disc Brakes on a Luscombe	199 / 09
Camloc Access Doors for Wheels	200 / 02
Landing Gear Oleos for the Standard & Sifflex Gear	200 / 02
The 8-Series "Higher Horsepower SB" - Revisited	201 / 05
Luscombe Landing Gear Replacement & Rigging	203 / 02
Luscombe Production Changes	208 / 09
What Year ar the Parts on that Luscombe... Really?	209 / 10
Luscombe Changes, Firewalls, and Parts Manuals	210 / 08

COLT - 4 PL, 190HP(DESIGNED BY DON LUSC. FOR OTHER CO.)

Whereabouts of Luscombe Colt	64 / 04
Whereabouts of Luscombe Colt	66 / 06
Colt exists	87 / 01
News on Zazas' Colt	138 / 02

MODEL 1 - PHANTOM

Number Built	03 / 01
Paul Bowers Acquires SN 101, First One	20 / 01
Story of Phantom & Photos	21 / 04
Story of Phantom & Photos	22 / 02
Story of Phantom & Photos	23 / 06
Progress Report on Ken Cassen's Phantom	67 / 07
Doug Combs Flies the Phantom (Flight Report)	76 / 04
History of Phantom (background)	84 / 03
Phantom 1941 accident report	89 / 03
Experiences w/Doug Combs' Phantom	93 / 05
Prototype Phantom, photo	93 / 06
Phantom accident report	121 / 09

MODEL 10 (LOW WING, SINGLE SEAT, A65)

Three-Views	17 / 04
Model 10 Described	53 / 05
Model 10 Described	56 / 02
Model 10 Plans	56 / 07

OTHER

Luscombe Single-Place, Low Wings (3 Views)	17 / 04
Luscombe 8G (Tri-Gear, Wheel)	23 / 04
Luscombe Strat (4 Place, Low Wing, Retract)	44 / 10
Luscombe Model 9	93 / 02
Luscombe Strat photo	96 / 02
Clipped wing Luscombe in process	117 / 04
Luscombe Foundation has Ft. Collins Tri-gear	132 / 06
Turbine-powered Lusc. now a reality	140 / 09
Turbine Luscombe crashes	141 / 05
Things learned from Turbine Lusc. crash	141 / 08
STC in works for clip wing - No	144 / 02
Progress of the Renaissance Luscombe	144 / 09
DLAHF dispute w/Renaissance Luscombe	147 / 09
Luscombe turbine performance	147 / 10
Luscombe P-3 Rattler?	152 / 07
Certification & Luscombe Model Changes	178 / 13

T8F OBSERVER / SPRAYER

Possibility of Converting 8F to T8F	34 / 03
T8F Used as Crop Duster	40 / 02
Performance	40 / 02
Nineteen Members have T8Fs	43 / 05
Statistical Info (Number Produced, etc.)	43 / 06
Derelict T8F at College Park, MD	45 / 07
Crash Report	47 / 08
Fan Club	50 / 04
T8F Info	51 / 04
Seatbelt Attachment & Inspection Tips	51 / 04
T8F & Spins	52 / 02
Dick Pedersen's new address	84 / 02
Dick Pedersen's rebuilt T8F	92 / 03
Special inspection for rudder cables	141 / 07
History of the T8F (specs & flight test data)	180 / 08
Luscombe T8F: Thoughts, Oddities, and Cautions	207 / 09

PART SOURCES

Wag Aero	11 / 02
Moody Larsen	11 / 03
Wag Aero	12 / 03
List of Parts Sources	13 / 04
Source for Handbook & Parts List	15 / 03
Bob Redding	20 / 08
Monte Jestes	31 / 08
Univair Receives Praise	36 / 03
Buy Legal Parts	37 / 02
Dennis Sachs	37 / 05
11A Parts Source	40 / 01
Don Straughn, St. Charles IL	53 / 03
Using Unapproved Parts	78 / 07
Joe Jenkins in DE may have parts	84 / 02
Moody Larsen	84 / 02
Buzz Wagner	98 / 05
Moody Larsen - the Luscombe man	99 / 02
Bear Aircraft claims to make Luscombe parts	102 / 03
John Cuny - lots of Luscombe parts	105 / 01
Work needed - Luscombe Foundation parts	112 / 08
Aluminum, 4130, hardware source	115 / 02
How to buy an engine	119 / 03
New McKenzie STC address	123 / 01
Bolt packages from Lus. Foundation	124 / 01
Reason - print prices from Lusc Foundation	127 / 05
Univair now has toll free #888/433-5433	131 / 02
Call Luscombe Foundation for parts	131 / 05
DLAHF (Lusc Foundation) has parts	132 / 08
Fit of replacement parts	144 / 06
Parts return policy of DLAHF	144 / 08
Items & services available from DLAHF	145 / 07
Part numbering system explained	146 / 07
Interchangeability - a myth in aviation	147 / 02
Good web page for ac parts	149 / 04
Custom Luscombe can be built by DLAHF	149 / 06
Procedure for production of new parts at DLAHF	149 / 10
Owner Supplied Parts info (5 pages)	152 / 07
Barry Jay Aviation now has a catalog	154 / 04
Foundation acquired Spar source	154 / 09
Shinn Brake parts source	154 / 17
API & Superior Air Parts reach agreement	155 / 01
Replacement fuel valve FAA-PMA approved	160 / 09
Wind driven alternator source	161 / 03
Foundation updates- current projects	165 / 1F
MicroAeroDynamics-vortex generators	164 / 2F
Wag Aero replacement wing tanks	166 / 12
A need to know desired Luscombe parts	168 / 01
Lusc Endowment now prod FAA/PMA parts	175 / 01
Corrugated Skins available from Gar Williams	179 / 15
Fuel Valves from Team Luscombe181/01	181 / 01
LaTour Replacement Glass Cylinders	180 / 02
Source of Stainless Steel Hardware	190 / 07
Trim Chain	190 / 11
Rivet Sources	194 / 04
Parts and Material Substitution for Vintage Airplanes	195 / 03
Source for Skylight Gasket	200 / 01
Update on Harding Valve Replacement	200 / 02
Part 45.11 and the Identification (Data) Plate	202 / 07
Dataplate Source	203 / 01
A7 Mag Switch Repair Kit	207 / 01