



# TAIFUN NEWS



**The unofficial newsletter for Taifun owners in the U.S.A. and Canada.**

***Dedicated to improved operation, increased enjoyment and flight safety!***

**Publication will be when and if we feel like it. If we have nothing to say and there is no newsletter, it will be up to YOU to contribute useful or newsworthy items.**

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Editor: Joe Volmar, 65MA

## WELCOME NEW MEMBERS

Glenn Saul from Phoenix has just joined our group. Glenn purchased his Taifun in Shanghai and it's quite different from any of ours.

Among other things, it doesn't have the telescoping rods allowing the wings to be folded and his dive brake controls are in the center console.

## LASER WING ALIGNMENT

Our resourceful Bob Sykes has developed a system using laser to align his Taifun wings for easy assembly.

The "Torpedo Boy" laser is available from Harborfreight.com for \$9.99 and looks like a heck of a good way to simplify wing insertion.



Bob's instructions are shown on page 2; if you have further questions, I'm sure he'll be glad to help.

Bob's supplementary comments are:

The key point is the register with the spar and wing end so it is always exactly the same. In setting the target you simply accept wherever it hits the fuselage when the wing is fully inserted. Given this, a piece of hardwood 3" high should move the spot up the fuselage and be something you could make yourself. The cut out of the thin sheet metal piece which locates the fixture on the spar cannot be sloppy. My wing spars turned out to be nearly identical where they

entered the wing. You might have to do a slight amount of filing on the bigger root.. However, I would not do anything until you tried it fitted to the bigger root, since I believe a little slop will not interfere with the alignment.

## FUEL HOSE LEAK

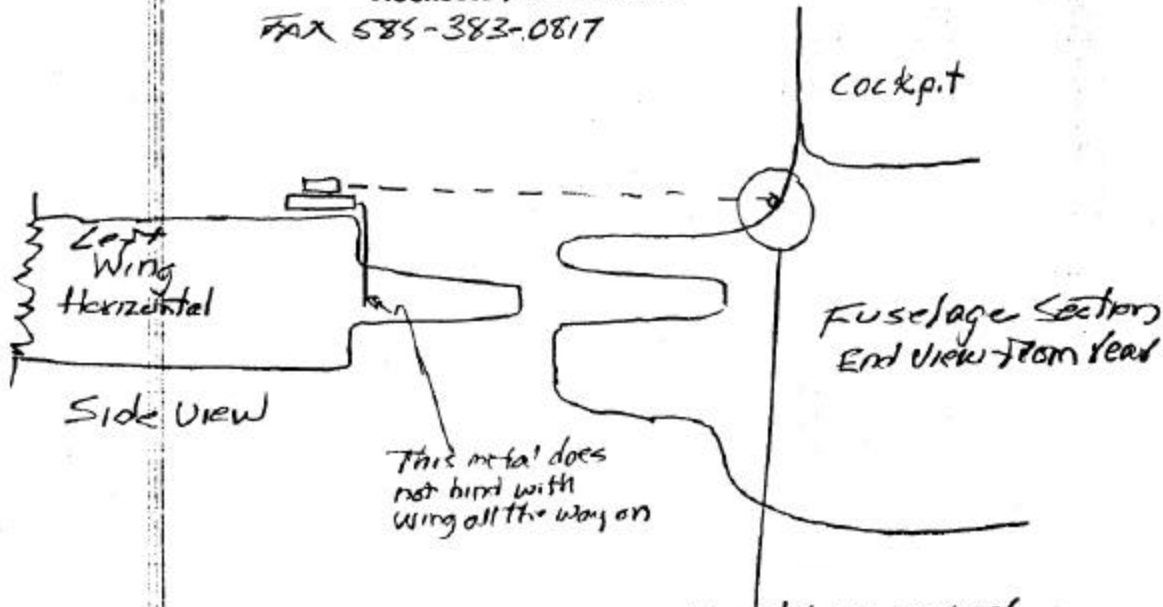
*By Tom Logan*

Returning from Grob I had a small miss in the engine at full power. The Limbach also overheated easily and subsequent flights showed a loss of power and moderate engine misfire. Reading the manual told me to look at the fuel system; in doing so I found the main hose from the electric fuel pump to the mechanical pump was cracked and leaking, thus sucking air and not fuel. All fuel lines should be checked carefully for wear and heat deterioration.

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11-27-02



- Mount Laser on spar
- Push wing into final position
- Turn on laser, mark spot with pencil, This is the "target"
- (• Put some tape  $\frac{1}{2}$  around mark to give reference in aligning laser spot on it)
- Remove laser and repeat on other wing  
Laser legs stay fixed

Comments:

Using a block of hardwood 3" high (instead of steel) to mount laser on will raise the beam so it hits a more perpendicular portion of the fuselage. My fixture beams to a curving portion of fuselage. The method of mounting the fixture on the spar must insure accurate registry or target spot will not be the same each time. Laser spot is this size "•".

Keep wing support 8'6" from wheel and vertically position wing so it is slightly low. This will keep spot visible and allow you to "shake" wing in the last 1"± or so.

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- **Laser Wing Alignment**
- **Need Your Help**
- **Fuel Hose Leak**

**NEED  
YOUR HELP**

**I haven’t published a “Taifunews” since last February, as there was nothing to say. It would be nice to have some more contributions from our group members so we could send out some info a couple of times a year, don’t you think?**

***Let’s hear from YOU!***

***Kudos to Tom Logan and Bob Sykes for their informative submissions.***