

Discussion of Luscombe flap installation

Question:

I am trying to find out if the 8F had flaps or not some things I found said it had flaps and some people I talk to said it may or may not have had them. So did the 8F have flaps or not.

Answer:

From: "Doug Combs" <dcombs@luscombesilvaire.info>
Subject: flaps installation

Swick's book is right that "all metal wings" could be retrofitted with flaps See Item #603 & 604, FAA ATC 694 TCDS.

As a practical matter I have seen only one 8E, and never known of an 8A where that modification was accomplished (there must be one or two).

The retro kit was fairly expensive compared to airplane cost, and was therefore not often employed. (also the company was mostly bankrupt after that time and unable to supply parts for the modifications)

The T8F installation had a cleaner flap actuating arrangement (in the wing root) than the rest of the 8 series which required the addition of holes in the cabin skin, fairings and about 30 pounds of hardware. Most pilots felt that they could slip in and wrestle the airplane out of any place that flaps might help. Flaps were a great addition for seaplane installations where an effective 'variable angle' of incidence is useful to get out of the water.

As a result, flaps were factory optional on only the late 8Fs, but were occasionally retrofitted to the other airplanes with metal wings. There were two versions of T8F known respectively as the 'Sprayer' and 'Observer'. Flaps were standard equipment on ONLY one version of the T8F, (sprayer) apparently to accommodate low speed operations and heavy lift from rough fields.

Moody Larsen installed a number of the T8F style flap systems (no external hardware) in his restoration conversions, but those installations were based upon a field approval, not upon factory installation drawings.

For more details on the various models see the faq's section at www.Luscombe.org or visit the archived and searchable forum pages there for expert answers to your questions.

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