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AT-10 WICHITA

Cadet Air Museum AT-10 Project
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AIRCORPS AVIATION



A formation of AT-10s banks left. USAAF photo



Project...

It has been a while since we've updated on the AT-10 project. It is such a unique warbird that, upon completion, it will be the only flying example of the type in the world.

Last time I wrote about the type's history and showed how the project arrived at AirCorps Aviation. At the time of that report, restoration work was in a very early stage.

As is true of most restorations, early work consists mainly of parts fabrication and preparation to begin the actual assembly. Despite many hours of parts production, until that phase ends, there isn't a great deal of visually clear progress.

Parts fabrication will continue, but now there are enough done to begin some assembly work. That generated the visual progress for this update.

Fuselage Formers



Guy works on an MDF (medium density fiberboard) form for a fuselage former.



Referencing an original helps in this process.



With the aluminum clamped between two MDF forms, Guy gradually shapes the fuselage former with a plastic hammer.



Two of the new formers are clecoed in place on the forward fuselage structure.



Here we have a tighter shot of the rearward of the two formers.



Fuselage Forward Structural Framework

The AT-10 is built primarily of wood, but the fuselage from the rear of the cabin forward and the engine nacelles are metal structures. Those assemblies are in the first part of the restoration schedule.



Another angle of the new formers is from directly below the cabin floor.



The basic cabin area structure on an AT-10 is some of the limited metal structure. Here the framework has been painted and reassembled.



Some of the details of the cabin floor structure show up in this photo.



The holes on this lower forward fuselage former are for instrument tube runs.



Original skins are very useful, both to check the structure and as patterns for new skins.





This view is from under the cabin floor.



Inside the cabin structure, the new skin section is easy to distinguish from the original piece ahead of it.



It is exciting to see the first assembly that is complete enough to identify as an AT-10.