
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Taylorcraft Series Aeroplanes

AD/TAYLORCRAFT/2

Wing Lift Strut Attach Fittings

**8/2008
DM**

Applicability: Models A, BC, BCS12-D, BCS, BC12-D1, BC-65, BCS12-D1, BCS-65, BC12D-85, BC12-65 (Army L-2H), BCS12D-85, BCS12-65, BC12D-4-85, BC12-D, BCS12D-4-85, BF (Army L-2G), BFS, BF-60, BFS-60, BF-65, BFS-65, BF12-65 (Army L-2K), BF12-65, BFS-65, BL, BLS, BL-65 (Army L-2F), BLS-65, BL12-65 (Army L-2J), BLS12-65, 19, F19, F21, F21A, F21B, F22, F22A, F22B, and F22C aircraft, all serial numbers.

Note: This Directive applies to all Taylorcraft models listed above, including those not listed in Taylorcraft Aviation, LLC Service Bulletin No.2007-002, dated 8 November 2007. If there are any other differences between the requirements of this Directive and the above service bulletin, this Directive takes precedence.

- Requirement:**
1. Initially inspect the left and right wing lift strut attach fittings, part number A-A11, for corrosion or cracking in accordance with Taylorcraft Aviation, LLC Service Bulletin No. 2007-002 original issue, or later FAA approved revision.
 2. If the aircraft is equipped with floats or snow skis at the time of the initial inspection required by this Directive or at any time after the initial inspection required by this Directive, repeat the Requirement 1 inspection as follows:
 - a. If the aircraft is equipped with floats or snow skis at the time of the initial inspection required by this Directive, inspect following the initial inspection and repetitively inspect thereafter; at the times specified in the compliance section of this Directive.
 - b. If the floats or snow skis are removed from the aircraft at any time following the initial inspection, inspect following the last inspection; at the time specified in the compliance section of this Directive.
 - c. If floats or snow skis are installed at any time after the initial inspection required by this Directive, inspect following the last inspection and repetitively inspect thereafter; at the times specified in the compliance section of this Directive.

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AD/TAYLORCRAFT/2 (continued)

If cracking or material loss due to corrosion is detected during any inspection, before further flight, accomplish the following:

Contact Taylorcraft, LLC to obtain an FAA-approved repair scheme or replacement procedure; and,

Repair or replace the left and/or right wing lift strut attach fitting(s), part number A-A11.

Note: FAA AD 2008-09-18 Amdt 39-15499 refers.

- Compliance:
- 1.a. For aircraft that have never been equipped with floats or snow skis:
Within 90 days after 6 June 2008, unless already accomplished.
 - 1.b. For aircraft equipped with or that have ever been equipped with floats or snow skis:
Within 30 days after 6 June 2008, unless already accomplished.
 - 2.a. Inspect no later than 48 months following the initial inspection and repetitively inspect thereafter at intervals not to exceed 48 months. Continue these repetitive inspections until removal of floats or snow skis, at which time Requirement 2.b. must be followed.
 - 2.b. Inspect no later than 48 months following the last inspection. After the inspection following removal of floats or snow skis, no further inspections are required unless floats or snow skis are re-installed at a later date, at which time Requirement 2.c. must be followed.
 - 2.c. Inspect no later than 48 months following the last inspection or before further flight after installation of floats or snow skis, whichever occurs later, and repetitively inspect thereafter at intervals not to exceed 48 months. Continue these repetitive inspections until removal of floats or snow skis, at which time Requirement 2.b. must be followed.

This Airworthiness Directive becomes effective on 6 June 2008.

Taylorcraft Series Aeroplanes

AD/TAYLORCRAFT/2 (continued)

Background: This Directive results from data collected from an accident involving a Taylorcraft Model BF12-65 aircraft. The wing separated from the aircraft after the wing lift strut attach fitting failed due to corrosion. The actions required by this Directive are intended to detect and correct corrosion or cracks in the attach fittings, which could result in failure of the attach fittings and lead to wing separation and loss of control.



David Villiers
Delegate of the Civil Aviation Safety Authority

26 May 2008