

# Airworthiness Directive Schedule

## Aeroplanes

### Taylorcraft BC12-D

29 May 2008

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- Notes**
1. This AD schedule is applicable to Taylorcraft BC12-D aircraft (formally Taylorcraft 2000 LLC and Harvey & Vera Patrick Foundation Inc. etc.), manufactured under Federal Aviation Administration (FAA) Type Certificate No. A-696.
  2. The date above indicates the amendment date of this schedule.
  3. New or amended ADs are shown with an asterisk \*

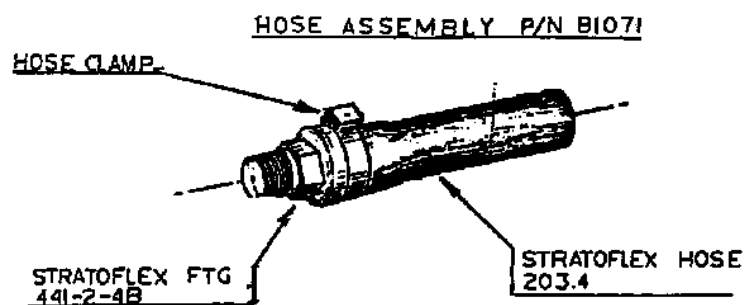
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**DCA/TAYLOR/1 Canceled – DCA/TAYLOR/8 refers****Effective Date:** 28 March 2008**DCA/TAYLOR/2 Oil Pressure Gauge Hose – Inspection and Replacement****Applicability:** Model BC12-D aircraft, all S/N**Requirement:** To prevent loss of engine oil and the possibility of engine failure, inspect the oil pressure gauge hose assembly at the engine and establish whether hose assembly P/N B7071 is fitted to the aircraft per figure 1 below.

If the oil pressure hose assembly is not the type illustrated in figure 1, no further action is required.

If the oil pressure hose assembly fitted to the aircraft is the type illustrated in figure 1, replace with a new hose assembly P/N B7071 identified by Taylorcraft with a "T" stamped on a wrench flat on the hose assembly brass fitting.

**Figure 1**

(FAA AD 87-03-08 refers)

**Compliance:** Within the next 50 hours TIS, unless already accomplished.**Effective Date:** 25 October 2007**DCA/TAYLOR/3 Aileron Control – Inspection and Replacement****Applicability:** Model BC12-D aircraft, S/N 6923, 8376, 8444, 8570 and 10538**Requirement:** To prevent aileron failure, accomplish the following:

1. Inspect the two aileron stop pins P/N A-235 on aileron control assembly P/N A-A231 per Taylorcraft Bulletin Number 78-002.

The assembly is located on the left side of the control column at the forward end of the control shaft and universal joint. Establish whether the stop pins are AN393-9 clevis pins by removing the deck panel (above instrument panel) and positioning the control wheel in the neutral position. In this position the aileron stop pins will be at the top. The correct pins have a flat head which is partially cut to clear the chain. The shank of the stop protrudes approximately 1/4".

If the sprocket has AN393-9 clevis pins, no further action is required.

If the pins are made from 3/16" diameter rod (with no head), inspect for bent or loose pins, inadequate protrusion of the pin through the rear of the sprocket (less than 1/4"), and inspect for correct operation. If any of these conditions are found, replace the sprocket before further flight.

2. Replace the sprocket with a sprocket that has clevis pins P/N AN393-9 fitted.  
(FAA AD 78-20-11 refers)

**Compliance:** 1. Within the next 10 hours TIS, or by 25 November 2007 whichever occurs sooner and thereafter inspect at intervals not to exceed 10 hours TIS until requirement 2 is accomplished.

2. Within the next 50 hours TIS, unless already accomplished.

**Effective Date:** 25 October 2007

#### **DCA/TAYLOR/4 Fuel Shutoff Valve – Replacement**

**Applicability:** Model BC12-D aircraft, S/N all through 1300 fitted with a pushpull type fuel shutoff control.

**Requirement:** To prevent accidental operation of the fuel shutoff valve during flight, replace P/N B12-947 with an improved part (or an approved equivalent) per Taylorcraft Service Bulletin No. 66. Taylorcraft P/N B12-947-3.

**Note 1:** P/N B12-947 was previously installed in some Taylorcraft aircraft.

**Note 2:** The improved part prevents inadvertent operation of the fuel shutoff valve by requiring a definite and positive movement by the pilot before the control can be operated.

(FAA AD 51-09-03 refers)

**Compliance:** By 25 November 2007 unless already accomplished.

**Effective Date:** 25 October 2007

#### **DCA/TAYLOR/5 Elevator Horn – Inspection and Modification**

**Applicability:** Model BC12-D aircraft, S/N 1001 onward.

**Requirement:** To prevent interference between the elevator horn bolt and the fin cover plate possibly resulting in the bolt wearing through the cover plate and jamming the elevator control system, inspect the elevator horn per Taylorcraft, Inc. Service Bulletin 65.

If interference is found, a suitable means of preventing the cover plates interfering with the elevator horn bolt shall be fitted. A spacer bushing of at least 1/4 x 0.028 x 1 1/4 inches shall be installed around the cover plate through bolt. Accomplish these instructions per SB No. 65.

(FAA AD 50-41-01 refers)

**Compliance:** By 25 November 2007 unless already accomplished.

**Effective Date:** 25 October 2007

#### **DCA/TAYLOR/6 Wing Strut Fittings – Inspection and Replacement**

**Applicability:** Model BC12-D aircraft, all S/N.

**Requirement:** To prevent failure of the wing inspect the wing strut attachment fittings on the lower fuselage longerons for cracks or evidence of poor welding. If cracks or defects are found, the fitting should be replaced or reinforced.

**Note:** The requirements of this AD previously addressed in mandatory note 11 of AD-700-1, mandatory note 12 of AD-699-1 and mandatory note 13 of AD-696-3.

(FAA AD 47-16-03 refers)

**Compliance:** By 25 November 2007, unless already accomplished.

**Effective Date:** 25 October 2007

**DCA/TAYLOR/7 Fuel Hose – Inspection and Replacement**

**Applicability:** Model BC12-D aircraft, all S/N fitted with fuel hose marked with white dash lines and having end fittings marked "CAA, SNA (date)".

**Requirement:** To prevent fuel flow restriction inspect the two flexible fuel lines and establish whether the hose inner liner has collapsed or failed. Particular attention should be given to the hose close to the fittings on the fuel strainer. Defective hose appears soft or spongy when squeezed.

Replace defective hose before further flight.

**Note:** The requirement of this AD is partly addressed in Taylorcraft Service Bulletin No. 60.

(FAA AD 47-13-02 refers)

**Compliance:** Within the next 25 hours TIS unless already accomplished, and thereafter at intervals not to exceed 25 hours TIS.

**Effective Date:** 25 October 2007

**DCA/TAYLOR/8 Wing Lift Struts – Inspection and Replacement**

**Applicability:** Model BC12-D aircraft, all S/N not fitted with sealed wing front lift struts P/N MA-A815, Univair P/N UA-A815 or an approved equivalent P/N and not fitted with sealed aft lift struts P/N MA-A854, Univair P/N UA-854 or an approved equivalent P/N for all struts.

**Note 1:** This AD supersedes DCA/TAYLOR/1 with changes to both the applicability and compliance sections. In this AD the eddy current inspection method can no longer be used and the radiographic inspection method is now included. This AD provides a 24-month credit if a eddy current inspection has already been done.

**Note 2:** If there are any differences between this AD and Taylorcraft Aviation, LLC Service Bulletin No. 2007-001 revision B dated 15 October 2007, this AD takes precedence. For the purposes of this AD a strut is considered to be new if the used strut meets the acceptance/rejection criteria specified in SB No. 2007-001 using the ultrasound or radiograph inspection method and is treated with internal corrosion protection.

**Requirement:** To prevent failure of the front and aft lift struts due to the possibility of corrosion or cracks which could result in loss of a wing in-flight, accomplish the following:

1. Visually inspect the left and right wing front and aft lift struts P/N A-A815 and P/N A-A854 and approved equivalent P/N struts along the entire bottom 12 inches of each strut for cracks and corrosion per the instructions in part 1 of Taylorcraft Aviation, LLC Service Bulletin No. 2007-001 revisions A or B.

If any cracks are found replace the cracked strut with either a sealed or a new vented strut before further flight per the instructions specified in SB No. 2007-001 revision B.

If any corrosion is found accomplish requirement 2 of this AD before further flight.

2. Inspect the left and right wing front and aft lift struts P/N A-A815 and P/N A-A854 and approved equivalent P/N strut using an ultrasound or radiograph inspection method per the instructions in part 2 of SB No. 2007-001 revision B.

If any cracks are found or if the corrosion exceeds the specified acceptance/rejection criteria specified in the SB, replace the corroded strut with either a sealed or a new vented strut before further flight per the instructions specified in SB No. 2007-001 revision B.

If no cracks are found and if the corrosion does not exceed the acceptance/rejection criteria treat the strut with internal corrosion protection per the instructions in part 2 of SB No. 2007-001 revision B, until all struts are replaced with sealed struts.

**Note 3:** All ultrasound or radiograph inspections required by this AD must be done by either a level II or III inspector certified in the applicable ultrasound or radiograph inspection method using the guidelines established by the American Society of Nondestructive Testing (ASNT) or NAS 410 (formerly MIL-STD-410) or other acceptable CAA standards. CAA Non-destructive Testing Advisory Circular 43-8 refers.

**Note 4:** Installing a sealed front lift strut P/N MA-A815, Univair P/N UA-A815 or an approved equivalent P/N or a sealed aft lift strut P/N MA-A854, Univair P/N UA-854 or an approved equivalent P/N terminates the repetitive inspections required by this AD for that strut.

**Note 5:** New vented front lift struts P/N A-A815 or new vented aft lift struts P/N A-A854 or an approved equivalent P/N strut (which are all treated with internal corrosion protection as specified in SB No. 2007-001 revision B) are all subject to the repetitive inspections required by this AD.

(FAA AD 2008-04-09 refers)

**Compliance:** 1. Within the next 5 hours TIS unless the strut has been replaced with new vented struts within the last 48 months.

2. For a vented strut installed new:

Within the next 3 months or within 48 months after installing a new vented strut, whichever occurs later, and thereafter at intervals not to exceed 48 months.

For a vented strut initially inspected using an eddy current inspection method:

Within the next 24 months after the initial eddy current inspection and thereafter at intervals not to exceed 48 months.

**Note 6:** If the initial inspection was done using the eddy current method, the first ultrasound or radiograph repetitive inspection must be done within the next 24 months after doing the eddy current inspection and thereafter at intervals not to exceed 48 months using the ultrasound or radiograph inspection method.

**Effective Date:** 28 March 2008

**\* DCA/TAYLOR/9 Wing Lift Strut Attach Fittings – Inspection**

**Applicability:** Model BC12-D aircraft, all S/N

**Requirement:** To prevent failure of the wing strut attach fittings due to corrosion or cracks which could result in wing separation, accomplish the following:

1. Inspect the left and right wing lift strut attach fittings P/N A-A11 for corrosion and cracks per Taylorcraft Aviation, LLC Service Bulletin (SB) No. 2007-002, dated 8 November 2007, or later approved revisions.

If cracks or material loss due to corrosion is found accomplish a manufacturer approved repair or replacement instruction, and repair or replace the left and/or right wing lift strut attach fitting(s) P/N A-A11, before further flight.

2. For aircraft fitted with floats or snow skis at the time of the initial inspection required by this AD, and for aircraft fitted with floats or snow skis after the initial inspection required by this AD:

Repeat the inspections per requirement 1 of this AD as follows:

a) For aircraft fitted with floats or snow skis at the time of the initial inspection per requirement 1 of this AD, inspect at the times specified in the compliance section of this AD.

b) If the floats or snow skis are removed from the aircraft any time after the initial inspection per requirement 1 of this AD, inspect at the times specified in the compliance section of this AD.

c) If floats or snow skis are fitted to the aircraft any time after the initial inspection per requirement 1 of this AD, inspect at the times specified in the compliance section of this AD.

If cracks or material loss due to corrosion is found accomplish a manufacturer approved repair or replacement instruction, and repair or replace the left and/or right wing lift strut attach fitting(s) P/N A-A11, before further flight.

**Note:** If there are any other differences between this AD and Taylorcraft Aviation, LLC Service Bulletin No. 2007-002, dated November 8, 2007, this AD takes precedence.

(FAA AD 2008-09-18 refers)

**Compliance:**

1. For aircraft that have never been fitted with floats or snow skis:

By 6 September 2008, unless previously accomplished.

For aircraft fitted with or that were fitted with floats or snow skis:

By 6 July 2008, unless previously accomplished.

2. a) Within 48 months after the initial inspection, and thereafter at intervals not to exceed 48 months. These repetitive inspections shall be continued until the floats or snow skis are removed from the aircraft.

If the floats or snow skis are removed from the aircraft, requirement 2. b) must be accomplished.

2. b) Within 48 months after the last inspection. No further inspections are required unless floats or snow skis are re-fitted at a later date.

If floats or snow skis are re-fitted to the aircraft at a later date, requirement 2. c) must be accomplished.

2. c) Within 48 months after the last inspection, or before further flight after fitting floats or snow skis, whichever occurs later, and thereafter at intervals not to exceed 48 months. These repetitive inspections shall be continued until the floats or snow skis are removed from the aircraft.

If the floats or snow skis are removed from the aircraft, requirement 2. b) must be accomplished.

**Effective Date:** 6 June 2008