



# FAA

# Airworthiness Concern Sheet

**Date:** 8/22/2007

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**Make, Model, Series, Serial No.:**  
Taylorcraft, All Models and Serial Numbers

**Reason for Airworthiness Concern:**  
Corrosion/Cracking of the Fuselage Mounted Wing Strut Attach Fitting

**FAA Description of Airworthiness Concern**

On July 28, 2007, the left wing of a Taylorcraft Model BF12-65 seaplane separated from the airplane shortly after takeoff near Oregon City, Oregon. The accident investigator confirmed a wing strut attachment fracture at the lower fuselage end resulting in left wing separation. The fuselage mounted strut attach fitting was reported as completely severed. This fitting was observed to be severely corroded 70% through the fracture surface.

The FAA recently issued Airworthiness Directive (AD) 2007-16-14 to inspect wing lift struts for similar type corrosion and cracking. This action is the result of the FAA receiving reports of several corroded wing lift struts on different Taylorcraft series airplanes, including through-the-thickness corrosion. The FAA is currently determining appropriate actions to address the fuselage mounted wing strut attach fitting corrosion.

The FAA requests any information from aircraft owners, operators, or repair facilities regarding results of any lift strut attach fitting inspections on Taylorcraft airplanes, especially where corrosion or cracks were found. Please include a description of the extent and location of any damage found, what type of inspection method was used, and any repair method used. You may also propose Alternate Inspection/Repair Procedures, **Cost Impact**, Etc. (Note: Any comments or replies to the FAA need to be as specific as possible. Please provide specific examples to illustrate your comments/concerns).

At this time, the FAA has not made a determination as to what type of additional corrective action (if any) should be taken. The resolution of this Airworthiness Concern could involve an AD action or SAIB, or the FAA could determine that no further action is needed at this time. The FAA's final determination will depend in part on the information received in response to this ACS. The FAA endorses dissemination of this technical information to all owners/operators and requests association and type club comments.

**Attachments:** \*SDR(s)  \*A/IDS  \*SL(s)  \*SAIB  \*FAASR/\*NTSBSR  \*AD  \*AMOC  \*RA

**Notification:** FAA  \*AOPA  \*EAA  Type Club  \*TC Holder  Other: TFI

**Response Requested** \_\_/\_\_/\_\_: Emergency (10 days)  Alert (30 days)  Information (90 days)   
(Space Bar Adds "X" to Check Boxes)

\*Service Difficulty Reports (SDRs); Accident/Incident Data System (A/IDS); Service Letter (SL); Special Airworthiness Information Bulletin (SAIB); Federal Aviation Administration (FAA)/National Transportation Safety Board (NTSB) Safety Recommendation (FAASR/NTSBSR); Airworthiness Directive (AD); Alternate Method of Compliance (AMOC); Risk Assessment (RA); Aircraft Owners & Pilots Association (AOPA); Experimental Aircraft Association (EAA); Type Certificate (TC)