



U.S. Department
of Transportation
**Federal Aviation
Administration**

Southwest Region
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

Federal Aviation Administration
Airplane Certification Office, ASW-150
2601 Meacham Blvd
Fort Worth, TX 76137

November 8, 2007

To Whom It May Concern:

Alternative Method of Compliance (AMOC)
Airworthiness Directive (AD) 2007-16-14, Docket Number Federal Aviation
Administration (FAA)-2007-28478

Airworthiness Directive (AD) 2007-16-14 requires the following on Taylorcraft A, B, and F series airplanes where one or more struts installed do not incorporate new sealed front lift struts (part number (P/N) MA-A815 or FAA approved equivalent P/N) and new sealed aft lift struts (P/N MA-A854 or FAA-approved equivalent P/N):

Within 5 hours time-in-service (TIS) after August 20, 2007 (paragraph (e)(1) of the AD): a visual inspection of the left and right front and aft lift struts for corrosion and cracks, replacement of any cracked strut or strut with corrosion that exceeds certain limits with either sealed or non-sealed struts, and repetitive inspections of any non-sealed strut using either eddy current or ultrasonic methods.

Before further flight if corrosion is found during the visual inspection or, if no corrosion is found during the visual inspection, within 3 months after August 20, 2007 or within 24 months of installation of the strut, whichever occurs later; and thereafter at intervals not to exceed 24 months (paragraphs (e)(2) and (e)(3) of the AD): an inspection of the struts using either eddy current or ultrasonic methods.

Prior to further flight after corrosion exceeding certain limits or cracks are found: replacement of the cracked or corroded strut and continue to re-inspect every 24 months until all struts are replaced with sealed struts.

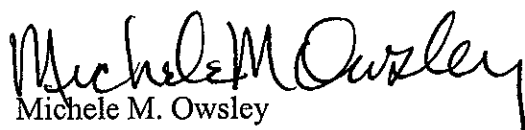
This Alternative Method of Compliance provides for the following:

1. Allows the use of radiograph as a method of compliance for paragraphs (e)(2) and (e)(3) of AD 2007-16-14 using Taylorcraft Aviation, LLC Service Bulletin 2007-001, Revision B, dated October 15, 2007.
2. Allows you to extend the initial inspection time in paragraph (e)(2)(B) from 24 months to 48 months if new vented struts are installed.
3. Allows you to extend the repetitive inspection time in paragraph (e)(3)(A) from 24 months to 48 months for those that did the initial inspection using radiograph or ultrasonic. **If the initial inspection was done using eddy current, then the 24-month interval must be adhered to.**

4. Allows for Univair Part Number UA-A815 and UA-A854 sealed struts as terminating action for the inspection requirements of AD 2007-16-14 for Taylorcraft Models BC12-D/D1 and BCS12-D/D1 airplanes.
5. This alternative method of compliance applies to all airplanes affected by AD 2007-16-14.
6. Before using this approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

For further questions or comments, please contact Mr. Andrew McAnaul at (210) 308-3365, fax (210) 308-3370, or e-mail Andrew.McAnaul@faa.gov.

Sincerely,



Michele M. Owsley
Manager, Airplane Certification Office,
Rotorcraft Directorate,
Aircraft Certification Service