

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

GREAT LAKES REGION  
2300 EAST DEVON AVENUE  
DES PLAINES, ILLINOIS 60018



MAY 21 1974

Mr. Robert Wiplinger  
Wipline Aircraft Inc.  
South End Doane Trail  
Inver Grove Heights  
Minnesota 55075

Dear Mr. Wiplinger:

Returned herewith are the drawings submitted in support of your application for STC approval of your Taylorcraft BC12D airplane modification. As discussed with you recently over the telephone, it is not considered necessary to obtain another STC since the modifications being incorporated are previously approved under STC No. SA1-210.

We have advised the Minneapolis General Aviation District Office to the effect that it is considered acceptable from an engineering standpoint to delete the wing beef-up modifications previously approved under SA1-210, provided the aircraft gross weight remains at 1200 lbs.

We suggest you contact the Minneapolis GADO and arrange for a mutually agreeable time during which the aircraft may be inspected, necessary paperwork completed, and the aircraft return to service with limitations discussed above.

Sincerely,

A handwritten signature in cursive script that reads "Keith D. Anderson".

KEITH D. ANDERSON  
Chief, Engineering and Manufacturing Branch, AGL-210

Enclosure

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

GREAT LAKES REGION  
2300 EAST DEVON AVENUE  
DES PLAINES, ILLINOIS 60018

DATE: MAY 21 1974

IN REPLY  
REFER TO: AGL-214

SUBJECT: Wipline, Inc. Installation of C85 Engine in  
Taylorcraft BCL2 Airplane per STC SA1-210

FROM: Chief, Engineering and Manufacturing Branch, AGL-210

TO: Chief, AGL-CADO-14  
Minneapolis, Minnesota



FILE

MAY 21 1974

CADO

MINNAPOLIS

4-21-74  
5-14-74  
WJL  
9740

As you are aware, Wipline, Inc. has applied for STC Approval of the subject installation without incorporation of the wing mods. Our review of the data associated with the subject STC and with the Taylorcraft type design has concluded in a finding that the wing mods can be omitted, provided the gross weight of the airplane remains at 1200 lbs. In other words, it is considered acceptable from an Engineering standpoint to incorporate the fuel system portion of the STC along with the C85 engine and omit the wing mods for an aircraft gross weight of 1200 lbs.

In view of the above, we do not consider another STC to be required and suggest that the aircraft be returned to service by referencing STC SA1-210 as the approval basis and itemizing only those portions incorporated. A limitation should be noted; however, that the gross weight of the airplane remains at 1200 lbs.

*Keith D. Anderson*  
KEITH D. ANDERSON

**MAJOR REPAIR AND ALTERATION**  
(Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY  
OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE	Taylorcraft	MODEL	BC 12-D
	SERIAL NO.	6827	NATIONALITY AND REGISTRATION MARK	N43168
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)	
	Kloek, William		1427 Fifth Avenue South South St Paul, Minnesota 55075	

3. FOR FAA USE ONLY

THE ~~APPROVED~~ IDENTIFIED HEREIN COMPLIES WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONTINUOUS INSPECTION BY A PERSON AUTHORIZED IN FAR 43.7c

5-29-74 DATE *William R. Kloek* FAA INSPECTOR 61-6000-27

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE		31 1974		
	MANUFACTURER		BADO 814		

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ROBERT WIPLINGER 5772 SO. ROBERT TRAIL INVLE GROVE HTS., MINN. 55075	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	1571459 IA

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
5-29-74	<i>Robert Wiplinger</i>

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL			
5-29-74	1571459 IA	<i>Robert Wiplinger</i>			

# NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Identify with aircraft nationality and registration mark and date work completed.

Installed 85 horsepower Continental engine as per STC SAI-21Q and letter of approval from FAA Engineering dated May 21, 1974. Structural portions of STC were not accomplished so aircraft gross weight remains at 1200 lbs.

END

ADDITIONAL SHEETS ARE ATTACHED