

Supersedes AD-291 and
Airworthiness Maintenance
Bulletins 33, 41,
53, 69 and 79 for
models listed.

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

AD-700-1
Taylorcraft

BL
BLS
BL-65 (Army L-2F)
BLS-65
BLI2-65 (Army L-2J)
BLSI2-65

April 15, 1947

AIRWORTHINESS DIRECTIVE

Compliance with the "MANDATORY NOTES" contained in this Directive is necessary for safeguarding the airworthiness of your airplane. It will be checked for conformity with these NOTES. Alternate repairs and procedures which are shown to be equivalent to those outlined herein and in the manufacturer's service bulletins will be acceptable.

Compliance with the "SERVICE NOTES" contained in this Directive also is necessary to safeguard the airworthiness of your aircraft. The inspections listed under "SERVICE NOTES" should be carefully carried out at the stated intervals, and will be checked by the CAA representative at each annual inspection.

Recommendations contained in manufacturer's service bulletins should always be given careful consideration because compliance with them will add to the ultimate safety of your airplane.

This paper should be placed in your airplane of the above model with the airworthiness certificate or in the log book. The superseded issue (if any) may then be discarded.

If you have sold your airplane of this model, please forward this list to the new owner.

MANDATORY NOTE 1. (April 15, 1947) (Supersedes Inspection Note 3 dated April 30, 1943, of AD-291 and AMB No. 79) (Applies to all models listed except BLI2-65 and BLSI2-65).

A. Install 1/8 inch, 7 x 19 extra flexible cable in the rudder and elevator control systems. Installation in the aileron system is desirable but not mandatory.

B. Replace all micarta pulleys (distinguished by their glossy black color in contrast to the usual brown pulleys used in similar model aircraft at a later date) with the corresponding new type pulleys obtainable from the manufacturer.

MANDATORY NOTE 2. (April 15, 1947) (Supersedes Special Note 1 dated July 2, 1940 of AD-291) (Applies to all models listed except BLI2-65 and BLSI2-65).

Restitch the wing ribs using 6-U linen rib cord. (Taylorcraft Service Bulletin No. 30 covers this same subject.)

MANDATORY NOTE 3. (April 15, 1947) (Identical to Special Note 3 dated February 27, 1943, of AD-291).

Examine the flexible fuel lines to determine whether the code marking (representing the month and year of manufacture) indicates that the hose was made during the period from May 1941 to August 1942. The code mark will be found on one of the end fittings of the flexible fuel line hose. If the code mark is between 5-41 and 8-42 inclusive, the hose should be replaced by hose furnished on an exchange basis by Resistoflex Corporation, Belleville, N. J. (Taylorcraft Service Bulletin No. 39 covers this same subject.)

MANDATORY NOTE 4. (April 15, 1947) (Supersedes Special Note dated July 2, 1940, of AD-291) (Applies only to serial numbers 1242 to 1629, 1631 to 1635, 1637 to 1642, 1645 to 1654, 1657 to 1659, 1671 to 1674, 1676 to 1681, 1684 to 1688, 1694 to 1696 and 1741 to 1759, all inclusive).

Install the wing drag strut feet reinforcements furnished by the manufacturer. The reinforcements are in halves and are bolted together around the feet of the drag struts. (Taylorcraft Service Bulletin No. 21 covers this same subject).

MANDATORY NOTE 5. (April 15, 1947) (Supersedes Inspection Note dated October 1, 1940, of AD-291) (Applies only to serial number 1825 to 1983 inclusive).

Check the wing drag wires for looseness and tighten, if necessary. Care should be taken not to tighten the wires too much. (Taylorcraft Service Bulletin No. 23 covers this same subject).

MANDATORY NOTE 6. (April 15, 1947) (Supersedes Special Note dated October 1, 1940, of AD-291 and AMB No. 33) (Applies to all models).

On all aircraft equipped with Bendix-Scintilla SF4L-8, SF4L-9, SF4R-8 or SF4R-9 magnetos, replace the coil with an improved coil manufactured in June 1940 or later. The improved coils may be identified by the date stamped on the end plate of the coil as follows: "6-0" indicated June 1940, "8-0" indicates August 1940, etc. (Scintilla Service Bulletin MG-70 dated July 1, 1940, covers this same subject).

MANDATORY NOTE 7. (April 15, 1947) (Supersedes Special Note dated February 5, 1941, of AD-291) (Applies only to aircraft equipped with Federal skis).

Federal model SC-1 or SC-2 skis must be reinforced by the addition of a channel of .064 17ST aluminum alloy extending 8 inches aft and 16 inches forward of the pedestal centerline. Federal Aircraft will supply parts and instructions on request. (Federal Aircraft Works Service Letter No. 2 dated October 22, 1940, covers this same subject).

MANDATORY NOTE 8. (April 15, 1947) (Supersedes Special Note dated February 5, 1941 of AD-291) (Applies to all models listed except BL12-65 and BIS12-65).

Inspect the fuselage members adjacent to the aluminum door jamb (or cover) for wear caused by the jamb vibrating against the structure. The jamb should be trimmed to provide a minimum of 1/16 inch clearance at all points. If wear of the structure appears excessive, repairs should be made by welding patch plates to the fuselage members.

MANDATORY NOTE 9. (April 15, 1947) (Supersedes Special Note dated February 5, 1941) (Applies to all models listed except BL12-65 and BIS12-65).

Inspect the weld attaching the control column universal to the aileron control sprocket shaft. If the weld is cracked, it should be repaired or replaced.

MANDATORY NOTE 10. (April 15, 1947) (Supersedes Inspection Note dated July 2, 1940 of AD-291).

Inspect the two rear engine mount fittings where the 5/8 - 0.035 tubes are welded to the 1 - .035 tube. If cracks are present, the fittings should either be reinforced or the engine mount replaced.

MANDATORY NOTE 11. (April 15, 1947) (Applies to all models listed). COMPLIANCE REQUIRED IMMEDIATELY.

Inspect wing strut attachment fittings on lower fuselage longerons for cracks or evidence of poor weld. If cracks or defects are found, the fitting should be replaced or reinforced.

SERVICE NOTE 1. (April 15, 1947) (Supersedes Inspection Note 1 dated July 11, 1941 of AD-291 and AMB No. 53) (Applies to all models listed except BL and BLS).

At each periodic inspection on airplanes equipped with Lycoming O-145B and G0-145C series engines with serial numbers from 1200 to 4800, inclusive, inspect the crankcase for cracks. The cracks usually occur in the vicinity of the heat treat number stamped at the base of No. 1 and 4 cylinders in the rounded area where the cylinder blends into the crankcase. To make the inspection, the baffles should be removed and all dirt and oil cleaned off the areas to be examined. The engine should then be operated long enough to become warm (at about 1000-1200 rpm for not more than two or three minutes with the baffles off). The cracks can usually be detected by the leakage of oil. The following exceptions to these inspections are noted:

A. Inspection required only on crankcase halves which bear the stamped heat treat number.

B. The inspections should be conducted with a magnifying glass and should be continuous until the engine has at least 1500 hours total time.

(Lycoming Service Bulletin No. 104 covers this same subject).

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