



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS,
BALLOONS, & AIRSHIPS**

BIWEEKLY 2007-17

This electronic copy may be printed and used in lieu of the FAA biweekly paper copy.

U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2007-01

2006-26-03		Alpha Aviation Design Limited	R2160
2006-26-07		Turbomeca	Engine: Arrius 2B1, 2B1A, and 2B2 turboshaft
2006-26-08		Raytheon Aircraft Company	390

Biweekly 2007-02

2007-01-03		Stemme GMBH & Co. KG	Gliders: S10-VT
2007-01-04		Turbomeca	Engine: Artouste III B and III B1 turboshaft
2007-01-05		Sikorsky Aircraft Corporation	Rotorcraft: S-61L, N, R, and NM
2007-01-06	S 2004-24-08	Bell Helicopter Textron Canada	Rotorcraft: 206A, B, L, L-1, L-3, and L-4

Biweekly 2007-03

2007-02-04		SOCATA-Groupe Aerospatiale	TB 20 and TB 21
2007-02-08		EADS SOCATA	TBM 700
2007-02-11	S 2002-21-11	EXTRA Flugzeugproduktions- und Vertriebs-GmbH	EA-300, EA-300L, EA-300S, EA-300/200
2007-02-12		Reims Aviation	F406
2007-02-13		DORNIER LUFTFAHRT	228-212
2007-02-17		Turbomeca	Engine: Arriel -1A, -1A1, -1A2, -1B, -1B2, -1C, -1C1, -1C2, -1D, -1D, -1D1, -1K1, -1E, -1E2, -1S, and -1S1 series
2007-03-06		Pilatus Aircraft Limited	PC-12 and PC-12/45
2007-03-08		Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2007-03-14		Turbomeca	Engine: Arriel 2B1

Biweekly 2007-04

2003-17-05R1	R 2003-17-05	Short Brothers	SC-7 series 2 and SC-7 series 3
2004-23-02	COR	Raytheon	65, 90, 99, 100, 200, 1900, 70, and 300
2005-17-17 R1	R 2005-17-17	Turbomeca S.A.	Engine: Arrius 2F turboshaft
2007-03-16		EADS Socata	TBM 700
2007-03-17		EADS Socata	TBM 700
2007-03-20		Turbomeca S.A.	Engine: Makila 1A and 1A1 turboshaft
2007-04-01		Pacific Aerospace	750XL
2007-04-02		CTRM Aviation Sdn.	Eagle 150B
2007-04-08		EADS	TBM 700
2007-04-12		Gippsland Aeronautics Pty.	GA8
2007-04-13		EADS	TBM 700
2007-04-51	E	General Electric Aircraft Engines	Engine: CF34-3A1/-3B/-3B1
2007-05-51	E	MD Helicopters Inc.	MD600N

Biweekly 2007-05

2007-04-19		Superior Air Parts, Inc.	Appliance: Cast cylinder assemblies
2007-04-25		Alpha Aviation Design	R2160

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Biweekly 2007-06

2007-04-01	COR	Pacific Aerospace Corporation Ltd	750XL
2007-05-03		Alpha Aviation Design Limited	R2160
2007-05-04		Mooney Airplane Company, Inc	M20M and M20R
2007-05-05		SOCATA-Groupe AEROSPATIALE	M.S. 760, M.S. 760 A, and M.S. 760 B
2007-05-09		REIMS AVIATION S.A	F406
2007-05-10		Cessna Aircraft Company	172R, 172S, 182S, 182T, T182T, 206H, T206H
2007-05-15	S 2005-20-04	Teledyne Continental Motors	Engine: GTSIO-520 series reciprocating
2007-05-18		EADS SOCATA	TBM 700
2007-05-19		Glasflugel	Sailplane: H 301 "Libelle," H 301B "Libelle," Standard "Libelle," and Standard Libelle-201B
2007-05-20		Microturbo	Appliance: Auxiliary Power Units (APU)
2007-06-01		Raytheon Aircraft Company	Beech 45 (YT-34), A45 (T34A, B-45), D45 (T-34B)
2007-06-04		EADS SOCATA	TBM 700
2007-06-06		B-N Group Ltd	BN-2, BN-2A, BN-2B, BN-2T, and BN-2T-4R Series
2007-06-07		Raytheon Aircraft Company	58 and G58
2007-06-08		PZL-Bielsko	Glider: SZD-50-3 "Puchacz"
2007-06-11		EADS SOCATA	TBM 700
2007-06-14		EADS SOCATA	TBM 700

Biweekly 2007-07

2006-26-51	FR	Eurocopter Deutschland GmbH	Rotorcraft: MBB-BK 117 C-2
2007-06-01	COR	Raytheon	Beech 45 (YT-34), A45 (T34A, B-45), D45 (T-34B)
2007-06-15		Eurocopter France	Rotorcraft: AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350C, AS350D, and AS350D1
2007-06-16		Alpha Aviation Design Limited	R2160

Biweekly 2007-08

2007-04-19 R1	R 2007-04-19	Superior Air Parts, Inc	Appliance: Cylinder assemblies
2007-06-01 R1	R 2007-06-01	Raytheon	Beech 45 (YT-34), A45 (T34A, B-45), D45 (T-34B)
2007-07-06		Columbia Aircraft Manufacturing	LC40-550FG, LC41-550FG, LC42-550FG
2007-08-02		Hartzell Propeller Inc.	Propeller: HC-E4A-3()/E10950()
2007-08-03		Cessna	172R, 172S, 182T, T182T, 206H, T206H
2007-08-04		McCauley Propeller	Propeller: 3A32C406/82NDB-X and D3A32C409/82NDB-X
2007-08-06		British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201
2007-08-07		LATINOAMERICANA DE AVIACIÓN	PA-25, PA-25-235, and PA-25-260,

Biweekly 2007-09

2005-13-25R1	R 2005-13-25	Turbomeca S.A	Engine: Arriel 2B turboshaft
2007-05-51		MD Helicopters Inc. (MDHI)	Rotorcraft: MD600N
2007-08-08	S 72-22-01	Raytheon Aircraft Company	See AD
2007-09-01		Cessna Aircraft Company	182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, and 182R
2007-09-02		REIMS AVIATION S.A	F406
2007-09-51	E	MD Helicopters	Rotorcraft: 369 (Army YOH-6A), 369A (Army OH-6A), 369H, 369HM, 369HS, 369HE, 369D, 369E, 369F, and 369FF

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Biweekly 2007-10

2007-09-01	COR	Cessna Aircraft Company	182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, and 182R
2007-09-05		APEX Aircraft	CAP 10 B
2007-09-06		APEX Aircraft	CAP 10 B
2007-09-07		EADS SOCATA	TBM 700
2007-09-08		Vulcanair S.p.A.	P68C, P68 Observer 2, and P68TC Observer
2007-10-01		Air Tractor Inc.	AT-602
2007-10-02		REIMS AVIATION S.A	F406
2007-10-06		Turbomeca	Engine: Arriel 2B1 turboshaft
2007-10-07	S 2006-21-10	Turbomeca	Engine: Arriel 2B, 2B1, and 2B1A turboshaft
2007-10-08		Pacific Aerospace Limited	750XL

Biweekly 2007-11

2007-10-13		APEX Aircraft	CAP 10 B
2007-10-14	S 2003-07-06	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201
2007-10-15		Cessna Aircraft Company	208 and 208B
2007-10-16		British Aerospace Regional Aircraft Jetstream	Jetstream Model 3201
2007-11-01		Robinson Helicopter Company	Rotorcraft: R44 and R44 II
2007-11-03		Dornier Luftfahrt GmbH	Dornier 228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212
2007-11-04		Reims Aviation S.A	F406
2007-11-06	S 2005-19-10	Turbomeca	Engine: Arrius 2F turboshaft

Biweekly 2007-12

2007-11-05		Sikorsky Aircraft Corporation	Rotorcraft: S-76A, B and C helicopters
2007-11-19		MORAVAN a.s	Z242L
2007-11-21		Diamond Aircraft Industries GmbH	DA 40 airplanes

Biweekly 2007-13

2007-09-51	FR	MD Helicopters, Inc	Rotorcraft: 369, YOH-6A, 369A, OH-6A, 369H, 369HM, 369HS, 369HE, 369D, 369E, 369F, and 369FF
2007-12-05		Diamond Aircraft Industries GmbH	DA 42
2007-12-06	S 2006-23-02	Hawker Beechcraft	C90A, B200, B200C, B300, B330C
2007-12-13	S 88-08-02	Viking Air Limited	DHC-2 Mk. I, DHC-2 Mk. II, and DHC-2 Mk. III
2007-12-21	S 2006-26-08	Hawker Beechcraft	390
2007-12-22		Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, B3, D and AS355E
2007-12-23		MD Helicopters, Inc	Rotorcraft: 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HS, 369HM, 500N, and OH-6A
2007-12-24		Diamond Aircraft Industries	DA 42
2007-13-11		Eclipse Aviation Corporation	EA500

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Biweekly 2007-14

2007-13-12		Piaggio Aero Industries S.p.A	P-180
2007-13-14		APEX Aircraft	CAP 10 B
2007-13-15		Alpha Aviation Design Limited	R2160
2007-13-16		Diamond Aircraft Industries GmbH	DA 42
2007-13-17		Air Tractor, Inc	AT-602, AT-802, and AT-802A
2007-13-18		SOCATA-Groupe Aerospatiale	TB 9, TB 10, and TB 200

Biweekly 2007-15

2007-14-03		Cirrus Design	SR20 and SR22
2007-14-04		Pacific Aerospace Corporation	750XL
2007-14-06		AEROTECHNIC Vertiebs -u. Service GmbH	Appliance: Honeywell CAS67A ACAS II systems
2007-15-01		British Aerospace	Jetstream HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201

Biweekly 2007-16

2007-15-03		Stemme GmbH & Co. KG	STEMME S10-V and STEMME S10-VT powered sailplanes
2007-15-09		Pilatus Aircraft Limited	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2007-16-01		Enstrom Helicopter Corporation	Rotorcraft: F-28, F-28A, F-28C, F-28C-2, F-28C-2R, F-28F, F-28F-R, 280, 280C, 280F, 280FX, TH-28, 480, and 480B helicopters
2007-16-03	S 98-19-15R1 and 2000-03-17	M7 Aerospace LP	SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), SA227-PC, and SA227-TT

Biweekly 2007-17

2007-16-10		Teledyne Continental Motors	Engine: TSIO-520-BE, TSIO-550-A, TSIO-550-B, TSIO-550-C, TSIO-550-E, and TSIO-550-G reciprocating
2007-16-14		Taylorcraft	A, BC, BCS, BC-65, BCS-65, BC12-65 (Army L-2H), BCS12-65, BC12-D, BCS12-D, BC12-D1, BCS12-D1, BC12D-85, BCS12D-85, BC12D-4-85, BCS12D-4-85, (Army L-2G) BF, BFS, BF-60, BFS-60, BF-65, BFS-65, (Army L-2K) BF 12-65, BL, BLS, (Army L-2F) BL-65, BLS-65, (Army L-2J) BL12-65, BLS12-65, FA-III (Airphibian), 19, F19, F21, F21A, F21B, F22, F22A, F22B, F22C, and TG-6
2007-17-02	S 82-07-04	Allied Ag Cat Productions, Inc	G-164A, G-164B, G-164C, G-164D, G-164, G-164B with 73" wing gap, G-164B-15T, G-164B-20T, G-164B-34T, G-164D and G-164D with 73" wing gap



2007-16-10 Teledyne Continental Motors: Amendment 39-15149. Docket No. FAA-2007-28863; Directorate Identifier 2007-NE-33-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective August 23, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to:

(1) Teledyne Continental Motors (TCM) models TSIO-520-BE, TSIO-550-A, TSIO-550-B, TSIO-550-C, TSIO-550-E, and TSIO-550-G reciprocating engines with a Kelly Aerospace Power Systems turbocharger, TCM part number (P/N) 646677, with certain serial numbers (SNs), installed on or after March 20, 2007. These engines are installed on, but not limited to, Adam Aircraft A500, Columbia Aircraft Manufacturing LC41-550FG, Mooney Airplane Company M20TN (Acclaim), and Piper Aircraft Incorporated PA-46-310P (Malibu) airplanes.

(2) TCM IO-550-N reciprocating engines modified to Engine Technologies Incorporated supplemental type certificate (STC) SE10589SC to install turbocharger, P/N 466304-0003, with certain SNs, installed on or after March 20, 2007. These engines are installed on, but not limited to, Cirrus Design Corporation Aircraft Model SR22 modified to Engine Technologies Incorporated STC SA10588SC.

Unsafe Condition

(d) This AD results from four incidents of the turbine rotor separating from the shaft of the turbocharger. We are issuing this AD to prevent the turbine rotor from separating from the shaft of the turbocharger due to a machining defect in the turbocharger compressor. This condition could result in full engine power loss, loss of engine lubricant, or smoke in the airplane cabin.

Compliance

(e) You are responsible for having the actions required by this AD performed before further flight unless the actions have already been done.

(f) If your engine has a turbocharger that was installed before March 20, 2007, no further action is required.

Engines Modified to Engine Technologies Incorporated STC SE10589SC

(g) Before further flight, for engines modified to Engine Technologies Incorporated STC SE10589SC on or after March 20, 2007, with a turbocharger that has a SN listed in Kelly Aerospace Service Bulletin (SB) No. 026, Revision B, dated July 27, 2007, replace the turbocharger.

TCM Engines with Turbocharger TCM P/N 646677

(h) Before further flight, for engines with a Kelly Aerospace Power Systems turbocharger, TCM P/N 646677 installed on or after March 20, 2007, with a turbocharger SN listed in Kelly Aerospace SB No. 027, dated July 25, 2007, replace the turbocharger.

Alternative Methods of Compliance

(i) The Manager, Atlanta Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Special Flight Permits

(j) We are limiting the special flight permits for this AD by allowing a special flight permit only after visually inspecting the turbocharger using the procedures specified in the Visual Inspection sections of Kelly Aerospace Power Systems SB No. 026, Revision B, dated July 27, 2007, and SB No. 027, dated July 25, 2007.

Related Information

(k) Teledyne Continental Aircraft Engine Mandatory Service Bulletin (MSB) MSB07-4, dated July 30, 2007, contains additional information on replacing turbochargers on TCM engines and Cirrus Service Advisory SA 07-14 R1, dated July 24, 2007, contains additional information on replacing turbochargers on Cirrus Design Corporation Aircraft Model SR22 modified to Engine Technologies Incorporated STC SA10588SC.

(l) Contact Kevin Brane, Aerospace Engineer, Atlanta Aircraft Certification Office, FAA, Small Airplane Directorate, One Crown Center, 1895 Phoenix Blvd., Suite 450, Atlanta, GA 30349; e-mail: kevin.brane@faa.gov; telephone (770) 703-6063; fax (770) 703-6097, for more information about this AD.

Material Incorporated by Reference

(m) You must use Kelly Aerospace Power Systems Service Bulletins No. 026, Revision B, dated July 27, 2007, and No. 027, dated July 25, 2007, to determine if you have an affected turbocharger installed. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Kelly Aerospace Power Systems, 2900 Selma Highway, Montgomery, AL 36108; telephone (334) 386-5400; fax (334) 386-5450; <http://www.kellyaerospace.com>, for a copy of this service information. You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information

on the availability of this material at NARA, call 202-741-6030, or go to:
<http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on August 1, 2007.

Peter A. White,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 07-3840 Filed 8-6-07; 11:44 am]



2007-16-14 Taylorcraft: Amendment 39-15153; Docket No. FAA-2007-28478; Directorate Identifier 2007-CE-057-AD.

Effective Date

- (a) This AD becomes effective on August 20, 2007.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to all serial numbers of Taylorcraft Models A, BC, BCS, BC-65, BCS-65, BC12-65 (Army L-2H), BCS12-65, BC12-D, BCS12-D, BC12-D1, BCS12-D1, BC12D-85, BCS12D-85, BC12D-4-85, BCS12D-4-85, (Army L-2G) BF, BFS, BF-60, BFS-60, BF-65, BFS-65, (Army L-2K) BF 12-65, BL, BLS, (Army L-2F) BL-65, BLS-65, (Army L-2J) BL12-65, BLS12-65, FA-III (Airphibian), 19, F19, F21, F21A, F21B, F22, F22A, F22B, F22C, and TG-6 Conversion airplanes that:

- (1) Are certificated in any category; and
- (2) Do not incorporate in all struts new sealed front lift struts (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).

Note: This AD applies to all Taylorcraft models listed above, including those not listed in Taylorcraft Aviation, LLC Service Bulletin No. 2007-001, Revision A, dated August 1, 2007. If there are any other differences between this AD and the above service bulletin, this AD takes precedence.

Unsafe Condition

(d) This AD results from inspections where several different struts were found with moderate to severe corrosion and required strut replacement. We are issuing this AD to detect and correct corrosion or cracks in the right and left wing front and aft lift struts, which could result in failure of the lift strut and lead to in-flight separation of the wing with consequent loss of control.

Compliance

- (e) To address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
<p>(1) <u>Visual Inspection</u>: Visually inspect for corrosion or cracking in the lower 12 inches of the left and right wing front lift struts (part number (P/N) A-A815 or FAA-approved equivalent P/N) and aft lift struts (P/N A-A854 or FAA-approved equivalent P/N) and then inspect per paragraph (e)(2) of this AD.</p>	<p>Within the next 5 hours time-in-service after August 20, 2007 (the effective date of this AD), unless the strut has:</p> <ul style="list-style-type: none"> (i) been replaced with parts specified in either paragraph (e)(4)(i); or (ii) been replaced with parts specified by paragraph (e)(4)(ii) of this AD and been installed on an airplane for less than 24 months. 	<p>Follow Part 1 of the Instructions in Taylorcraft Aviation, LLC Service Bulletin No. 2007-001, Revision A, dated August 1, 2007.</p>
<p>(2) <u>Initial Eddy Current or Ultrasound Inspection</u>: Inspect using the eddy current or ultrasound inspection methods to detect corrosion or cracking in the lower 12 inches of the left and right wing front lift struts (P/N A-A815 or FAA-approved equivalent P/N) and aft lift struts (P/N A-A854 or FAA-approved equivalent P/N). The eddy current or ultrasound inspection must be done by one of the following:</p> <ul style="list-style-type: none"> (i) A Level II or III inspector certified in the applicable eddy current or ultrasound inspection method using the guidelines established by the American Society of Nondestructive Testing or NAS 410 (formerly MIL-STD-410); (ii) An inspector certified to specific FAA or other acceptable government or industry standards, such as Air Transport Association (ATA) Specifications 105-Guidelines for Training and Qualifying Personnel in Nondestructive Testing Methods; or (iii) A qualified FAA Repair Station or a qualified Testing/Inspection Laboratory. 	<p>Initially inspect any original design (vented) strut or FAA-approved equivalent part number at whichever of the following that applies;</p> <ul style="list-style-type: none"> (A) Before further flight when corrosion or cracking is found during the visual inspection required in paragraph (e)(1) of this AD; or (B) If no corrosion or cracking is found during the visual inspection in paragraph (e)(1) of this AD, within the next 3 months after August 20, 2007 (the effective date of this AD) or within 24 months of installation of the strut, whichever occurs later. 	<p>Follow Part 2 of the Instructions in Taylorcraft Aviation, LLC Service Bulletin No. 2007-001, Revision A, dated August 1, 2007.</p>

(3) Repetitive Eddy Current or Ultrasound Inspections:

Inspect using the eddy current or ultrasound inspection methods to detect corrosion or cracking in the lower 12 inches of the left and right wing front lift struts (P/N A-A815 or FAA-approved equivalent P/N) and aft lift struts (P/N A-A854 or FAA-approved equivalent P/N). The eddy current or ultrasound inspection must be done by one of the following:

- (i) A Level II or III inspector certified in the applicable Eddy Current or Ultrasound Inspection method using the guidelines established by the American Society of Nondestructive Testing or NAS 410 (formerly MIL-STD-410),
- (ii) An Inspector certified to specific FAA or other acceptable government or industry standards, such as Air Transport Association (ATA) Specifications 105-Guidelines for Training and Qualifying Personnel in Nondestructive Testing Methods, or
- (iii) A qualified FAA Repair Station or a qualified Testing/Inspection Laboratory.

(A) For original or replacement left and right wing front lift struts (P/N A-A815 or FAA-approved equivalent P/N) and aft lift struts (P/N A-A854 or FAA-approved equivalent P/N) of original design (vented), repetitively inspect at intervals not to exceed 24 months after the initial inspection required in paragraph (e)(2) of this AD.

(B) Replacement of all struts with new sealed front lift struts (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) eliminates the repetitive inspection requirement of this AD.

(C) If not all the vented lift struts are replaced with new sealed units, then the lift struts that are not new sealed units are still subject to the repetitive inspection requirement of this AD.

Follow Part 2 of the Instructions in Taylorcraft Aviation, LLC Service Bulletin No. 2007-001, Revision A, dated August 1, 2007.

(4) Replacement: Replace the original design (vented) front lift struts (P/N A-A815 or FAA-approved equivalent P/N) and original design (vented) aft lift struts (P/N A-A854 or FAA-approved equivalent P/N) with one of the following:

- (i) new sealed front lift struts, (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); or
- (ii) new original design (vented) front lift struts (P/N A-815 or FAA-approved equivalent P/N) and new original design (vented) aft lift struts (P/N A-A854 or FAA-approved equivalent P/N).

Replace before further flight any time cracking or corrosion is found during any required eddy current or ultrasound inspection that exceeds the acceptance/rejection criteria limits in Taylorcraft Aviation, LLC Service Bulletin No. 2007-001, Revision A, dated August 1, 2007. After replacing with an original design (vented) strut, begin the repetitive inspections of paragraph (e)(3) within 24 months after installation.

Follow Taylorcraft Aviation, LLC Service Bulletin No. 2007-001, Revision A, dated August 1, 2007.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Fort Worth Airplane Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Andrew McAnaul, Aerospace Engineer, ASW-150 (c/o MIDO-43), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; telephone: (210) 308-3365; fax: (210) 308-3370. Before using any 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.

Material Incorporated by Reference

(g) You must use Taylorcraft Aviation, LLC Service Bulletin No. 2007-001, Revision A, dated August 1, 2007, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Taylorcraft Aviation, LLC, 2124 North Central Avenue, Brownsville, Texas 78521; telephone: 956-986-0700.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on August 3, 2007.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-15581 Filed 8-10-07; 8:45 am]



2007-17-02 Allied Ag Cat Productions, Inc. (Type Certificate No. 1A16 formerly held by Schweizer Aircraft Corp.): Amendment 39-15160; Docket No. FAA-2007-27860; Directorate Identifier 2007-CE-034-AD.

Effective Date

- (a) This AD becomes effective on September 18, 2007.

Affected ADs

- (b) This AD supersedes AD 82-07-04, Amendment 39-4355.

Applicability

(c) This AD applies to the following model and serial number airplanes that are certificated in any category and have Gemini fuel shut-off valve part number (P/N) 3/4-86-6-RT-6 (A3580-1) installed:

- (1) Group 1 (maintains the actions from AD 82-07-04):

Model	Serial Numbers
(i) G-164A	1726A through 1730A
(ii) G-164B	335B through 659B
(iii) G-164C	1C through 44C
(iv) G-164D	1D through 22D

(2) Group 2:

Model	Serial Numbers
(i) G-164	All
(ii) G-164A	All except 1726A through 1730A
(iii) G-164B and G-164B with 73" wing gap	All except 335B through 659B
(iv) G-164B-15T	All
(v) G-164B-20T	All
(vi) G-164B-34T	All
(vii) G-164C	All except 1C through 44C
(iv) G-164D and G-164D with 73" wing gap	All except 1D through 22D

Unsafe Condition

(d) This AD results from our determination to add airplane models and serial numbers that were not previously included in the applicability. We are issuing this AD to prevent turning the fuel shut-off valve clockwise past the "ON" position which, if not corrected, could allow the fuel valve to be rotated to an un placarded "OFF" position.

Compliance

(e) To address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
(1) Modify the fuel shut-off valve control by installation of a new stop-plate, P/N A1552-71 (or FAA-approved equivalent).	<p><u>(i) For Group 1 Airplanes:</u> Within the next 100 hours time-in-service (TIS) after April 6, 1982 (the effective date of AD 82-07-04).</p> <p><u>(ii) For Group 2 Airplanes:</u> Within the next 100 hours TIS after September 18, 2007 (the effective date of this AD).</p>	Follow Schweizer Aircraft Corp. Ag-Cat Service Bulletin No. 78, dated January 26, 1982.
(2) Do not install any Gemini fuel shut-off valve P/N 3/4-86-6-RT-6 (A3580-1) on any airplane unless the stop-plate is installed per paragraph (e)(1) of this AD.	<u>For all Airplanes:</u> As of the next 100 hours TIS after September 18, 2007 (the effective date of this AD).	Follow Schweizer Aircraft Corp. Ag-Cat Service Bulletin No. 78, dated January 26, 1982.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Fort Worth Airplane Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Matt Wilbanks, Aerospace Engineer, Fort Worth ACO, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone: (817) 222-5051; fax: (817) 222-5960. Before using any 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.

(g) AMOCs approved for AD 82-07-04 are approved for this AD.

Material Incorporated by Reference

(h) You must use Schweizer Aircraft Corp. Ag-Cat Service Bulletin No. 78, dated January 26, 1982, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Allied Ag Cat Productions, Inc., 301 West Walnut Street, P.O. Box 482, Walnut Ridge, Arkansas 72479; telephone: (870) 866-2111.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on August 6, 2007.

Kim Smith,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-15793 Filed 8-13-07; 8:45 am]