



US Department of Transportation  
Federal Aviation Administration

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

Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification  
FAA-AAL-FSDO-03 *AS*

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. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

<b>1. Aircraft</b>	Make <i>Taylorcraft</i>	Model <i>BC 12-D</i>
	Serial No. <i>3991</i>	Nationality and Registration Mark <i>USA N96691</i>
<b>2. Owner</b>	Name (As shown on registration certificate) <i>ALAN J. LEVINSON</i>	Address (As shown on registration certificate) <i>P.O. Box 253 NAKNEK, AK, 99633</i>

**3. For FAA Use Only**

**THIS FAA FORM 337 PLUS THE ORIGINAL TYPE CERTIFICATE, CONSTITUTES  
THE RESTRICTED CATEGORY TYPE CERTIFICATE FOR THIS AIRPLANE FOR THE  
CARRIAGE OF EXTERNAL LOADS.**

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

**6. Conformity Statement**

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
	<input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	

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

**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	<input checked="" type="checkbox"/>	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
		FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual		
<i>05-27-94</i>			<i>Alex A. Salomon</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.)

**NO PERMANENT ALTERATION OF THE AIRPLANE HAS BEEN MADE; THEREFORE, ITEM 6 NEED NOT BE COMPLETED.**

1. **Operations Limitations- Restricted Category- External Load-**  
Dated 05-27-94 are provided.

MAKE Taylorcraft

MADEL BC 12D65

REGISTRATION NO. N96691

AIRCRAFT OPERATING LIMITATIONS WITH DOOR REMOVED

This aircraft may be flown with not more than one cabin door, removed for the purpose of Aerial Photography provided the aircraft is operated in accordance with the applicable Federal Aviation Regulations and the following limitations:

1. Maximum speed not to exceed any of the following:

The approved maneuvering speed  
70 percent maximum level flight speed  
70 percent maximum structural cruising speed

2. Acrobatic maneuvers are not permitted.
3. Maximum yaw angle  $10^{\circ}$ ; maximum bank angle  $15^{\circ}$ .
4. An FAA (CAA) approved safety belt installation must be provided and worn by each occupant.
5. Smoking not permitted with door removed.
6. All loose articles must be tied down or stowed.
7. No baggage may be carried.
8. Operations limited to VFR CONDITIONS.
9. This aircraft shall not be operated in solo flight by the holder of a student pilot certificate with a door removed.
10. Operation of this aircraft for any other purpose than for which it is certificated, with a door removed, is prohibited.
11. The following placard must be placed on the instrument panel in full view of the pilot:

For flight with door removed, see  
aircraft operating limitations with door removed.

13. A copy of these limitations must be carried in the aircraft when flight operations are conducted with the door removed.
14. These operating limitations are a part of the airworthiness certificate.

Date April 7, 1967

FAA Inspector  
ANC GADO-01

*Richard L. Miller*

Richard L. Miller

UNITED STATES OF AMERICA  
 DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION  
**SPECIAL AIRWORTHINESS CERTIFICATE**

A		CATEGORY/DESIGNATION RESTRICTED	
PURPOSE		EXTERNAL LOAD OPERATIONS IN ALASKA	
B	MANUFACTURER	NAME	N/A
		ADDRESS	N/A
C	FLIGHT	FROM	N/A
		TO	N/A
D	N-	96691	SERIAL NO. 8991
	BUILDER	TAYLORCRAFT	MODEL BC12-D
E	DATE OF ISSUANCE	05-27-94	EXPIRY SEE REVERSE SIDE
	OPERATING LIMITATIONS DATED	05-27-94	ARE A PART OF THIS CERTIFICATE
SIGNATURE OF FAA REPRESENTATIVE		DESIGNATION OR OFFICE NO.	
TERRY A BATEMAN		FAA-AAL-FSDO-03	

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

SEE REVERSE SIDE

# AIRPLANE, RESTRICTED CATEGORY EXTERNAL LOAD OPERATIONS LIMITATIONS

DATE

05-27-94

N NUMBER

N96691

A/C MAKE & MODEL

Taylorcraft BC12D

SERIAL NO.

8991

1. This aircraft is certificated in the restricted category for the carriage of external loads.
2. The Restricted Airworthiness Certificate associated with these Operations Limitations is valid only when the airplane is operated within the state of Alaska.
  - a. This airplane shall not be operated in the restricted category for other than the special purpose for which it was certificated.
  - b. Operations carrying persons or property for compensation or hire are prohibited.
  - c. No person may be carried in this airplane while in the restricted category unless:
    - (1) He/She is a flight crewmember;
    - (2) He/She is a flight crewmember trainee;
    - (3) He/She performs an essential function in connection with the carriage of the external load for which the aircraft is certificated.
  - d. Takeoffs and landings will be made to provide the least possible exposure to people and property on the ground. Takeoff, landing, and enroute flight paths will be planned so that any inadvertent or accidental release of the external load will not present a hazard to persons or property on the surface.

e. No flights will be made over densely populated areas or on a congested airway.

f. Except for takeoffs and landings, operations shall not be conducted near a busy airport where passenger transport operations are conducted.

g. When external loads are being carried to/from tower controlled airports, the pilot will advise the tower that the aircraft is in the restricted category, and that he/she cannot accept a clearance over a densely populated area.

h. For operations to and from \_\_\_\_\_ and all takeoffs shall be toward \_\_\_\_\_ and landings shall be made toward \_\_\_\_\_

i. It shall be the responsibility of the pilot to ensure that the load is properly secured to prevent it from shifting or coming loose during flight. It shall also be the responsibility of the pilot to ensure that the airplane is safely controllable and has no adverse flight characteristics while carrying an external load. This determination shall be accomplished by conducting a flight check of the airplane with the external loads that are anticipated to be carried. Upon completion of the satisfactory flight check and prior to further operation, the following entry shall be made in the airplane records, by the pilot:

Airplane flight checked at airspeeds from \_\_\_\_\_ and to \_\_\_\_\_ mph/kts with the following external load(s) attached:

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and found to be safely controllable and to operate satisfactorily.

Signed: \_\_\_\_\_ Pilot Cert. No. \_\_\_\_\_

Date: \_\_\_\_\_

j. **Operations shall not be conducted at speeds exceeding that for which safe controllability has previously been demonstrated.**

k. **The gross weight or c.g. limits of the airplane shall not be exceeded.**

l. **The flight check and the actual flight with an external load must be conducted by a pilot who holds at least a private pilot certificate with a minimum of 250 hours total flight time, fifty (50) of which must be pilot-in-command in the make and model airplane used for the external load.**

m. **The word "RESTRICTED" must be displayed on the airplane near each entrance to the cabin or cockpit in letters not less than 2 inches nor more than 6 inches in height.**

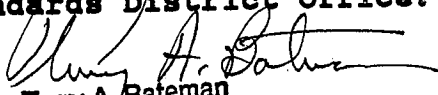
n. **VFR day/night operation only.**

o. **Operations shall not be conducted in turbulent air.**

p. **Any alteration to the airplane will require that the flight checks to determine controllability be conducted again.**

q. **The attached restricted airworthiness certificate will become invalid upon transfer of ownership of the airplane. The original applicant for the application for the restricted airworthiness certificate, prior to transferring ownership of the airplane, shall surrender the certificate and operations limitations to the nearest FAA Flight Standards District Office.**

Signed: \_\_\_\_\_

  
Terry A. Bateman  
Aviation Safety Inspector (A/W)

**AAL-FSDO-03**