
PROPOSED AIRWORTHINESS DIRECTIVE

This Proposed Airworthiness Directive (PAD) is issued by the Civil Aviation Safety Authority with a view to address the unsafe condition detailed below. The Airworthiness Directive (AD) will require that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

GippsAero GA8 Series Aeroplanes

PAD/GA8/9 Wing Strut and Wing Strut Fittings - Inspection and Replacement

Applicability: All models of GippsAero GA8 and GA8-TC 320 aeroplanes fitted with GippsAero Part Numbers GA8-570026-035 Strut, GA8-570026-029 Strut Fitting Fuselage End, GA8-570026-031 Strut Fitting Wing End, GA8-571022-105 Forward Strut Fitting RH, GA8-571022-106 Forward Strut Fitting LH, GA8-571022-107 Aft Strut Fitting LH, GA8-571022-108 Aft Strut Fitting RH.

- Requirement:**
1. If any of the parts are one of the affected serial numbers listed in the applicability section of GippsAero Service Bulletin SB-GA8-2017-174 Issue 1 (the SB) as in force at the date of commencement of this AD (the affected parts), carry out a general visual inspection of the Wing Strut and Strut Fittings for evidence of cracks, corrosion and damage in accordance with the requirements of the SB.
 2. Report the results of all inspections including nil findings to:
 - (a) CASA via its Defect Reporting Service (DRS) with aircraft total time in service and current utilisation,
 - (b) GippsAero.
 3. Replace the affected parts listed in Parts D and E of Table 3 of the SB.

Note 1: Any non-destructive inspection methods other than the visual inspection detailed in the SB must be approved by CASA in writing as an alternative method of compliance.

- Compliance:**
1. Carry out the inspections in accordance with the SB.

Note 2: For areas where paint has been removed for inspection or found to be damaged, restore the surface protection in accordance with the SB.

2. Provide a report within 24 hours of completion of any inspection in accordance with Requirement 1.
3. Replace the affected part before reaching 6000 hours time in service or three calendar years from the date of issue of the SB, whichever occurs first. For aircraft with greater than 6000 hours time in service replace the affected part at the next 100 hours time in service or 12 months from the date of issue of the SB, whichever occurs first.

GippsAero GA8 Series Aeroplanes

PAD/GA8/9 (continued)

Background: A manufacturing quality escape has resulted in wing strut fittings in the effective serial number range to be manufactured with incorrect grain orientation. The fatigue implications of the incorrect grain are not well understood. Therefore, CASA has mandated a conservative factored fatigue life limit based on the known fleet data of the affected aircraft. CASA will continue to gather data for the purposes of managing the fleet removal of these fittings from service.

Remarks: This Proposed AD will be closed for consultation on 26 April 2018.
Enquiries/Feedback regarding this PAD should be referred to the AD Cell, email airworthiness.directives@casa.gov.au