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**AIRWORTHINESS DIRECTIVE**

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For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CASR 1998. The AD requires 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.

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**Gippsland Aeronautics GA8 Series Aeroplanes****AD/GA8/2****Aileron Control System****11/2004**

Applicability: All aircraft with S/No.s GA8-00-004 through GA8-04-056.

Requirement: 1. Action in accordance with *Instructions: 1 Inspection* of Gippsland Aeronautics Mandatory Service Bulletin SB-GA8-2004-11 Issue 2 dated 25 August 2004.

Compliance: 1. As specified in the requirement document.

2. For aircraft that have not been modified in accordance with *Instructions: 3 Replacement* of SB-GA8-2004-11 Issue 2 re-inspect in accordance with Requirement 1 at intervals not exceeding 300 hours time in service.

Incorporation of the modification to the control circuit by replacement of the original steel shafts with the bronze shafts as per section 3 of the requirements document is terminating action for the repetitive inspections required by this Airworthiness Directive. If only one side is modified, the repetitive inspection requirements continue to apply to the unmodified side.

This Airworthiness Directive becomes effective on 28 October 2004.

Background: The manufacturer has had several reported incidences of the aileron control stiffness and one incident of the aileron control locking during taxi after flight.



David Villiers  
Delegate of the Civil Aviation Safety Authority

17 September 2004