

Victa and A.E.S.L. Airtourer Series Aeroplanes

AD/VAT/28 Wing Spar and Wing Spar Attachment and Fittings 7/92
Amdt 7

Applicability: All models.

- Requirement:
1. Prepare the aircraft for inspection by either:
 - a. Removing the wing from the fuselage, removing the fuel tank access panel, and derivetting the wing bay skins adjacent to the tank bay, or
 - b. In accordance with a Scheme approved by the Authority provide permanent access to:
 - i. the wing to fuselage rear attachment fittings and lower fuselage longerons; and
 - ii. port and stbd wing bays adjacent to the fuel tank bay.
 2. Inspect for wear, corrosion and cracking of:
 - a. the fuselage attachment bolts,
 - b. wing attachment fittings and bushes, and
 - c. lower fuselage longerons in the area of the wing rear attachment points.
 3. Inspect the rear spar carry through for corrosion within the tank bay and immediately adjacent to the wing ribs in the adjacent wing bays, paying particular attention to associated hardware brackets and doublers. The inspection shall be carried out using access gained by:
 - a. removing the fuel tank to the forward end of the tank bay, and
 - b. the scheme approved for Requirement 1.b. above.
 4. Inspect the laminated tank underpan upper and lower surfaces for corrosion and core integrity. Discrete drain holes from the tank bay may need to be installed to prevent moisture accumulation in a replacement panel. Modify and/or repair in accordance with a scheme approved by the Authority.
 5. All inspections shall be carried out using a strong light source and those inspections required for crack detection with a magnifying glass of 10x or greater.

Note: AUTO AVIA DESIGN EIS 90/089/EII is a scheme acceptable to the Authority for Requirement 1b compliance; and provides additional information to achieve compliance with Requirements 2, 3, and 4.

- Compliance:
- 1a. Within 6 years time in service after last compliance in accordance with a previous issue of this Directive, and thereafter at intervals not to exceed 6 years time in service; until modified in accordance with Requirement 1b.

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2. Within 6 years time in service after last compliance in accordance with a previous issue of this Directive, and thereafter at intervals not to exceed 6 years time in service.
3. For New Zealand manufactured aircraft with the following serial numbers; 514, 515, A523, A532, A537R, A548, A554, B558, B559, B570, B571, B573, and B574:

Within 12 years time in service after last compliance in accordance with a previous issue of this Directive, and thereafter at intervals not to exceed 12 years time in service.

For Australian manufactured aircraft:

Within 6 years time in service after last compliance in accordance with a previous issue of this Directive, and thereafter at intervals not to exceed 6 years time in service.

4. Within 6 years time in service after last compliance in accordance with a previous issue of this Directive, and thereafter at intervals not to exceed 6 years time in service.

Note: Approved repairs restoring the structure to original strength and incorporation of an approved corrosion prevention scheme extends the repeat inspection to a period no greater than 12 years.

The compliance of the previous issue of this Directive was: repetitive inspection periods of 3 years for Requirements 1, 2, 3, and 4. This Amendment is effective from 25 June 1992.

Background: Amendment 6 reflected the outcome of the melding of operator and Authority requirements following submissions to, and investigation by, the Authority. Requirement 1 obviated the need to remove the wing from the aircraft. Requirement 2 reflected the necessity to still inspect but used a simpler procedure which recognised the aircraft's current usage. Requirements 3 and 4 provided for extended inspection periodicities at an awkward inspection area.

Amendment 7 is issued as a result of a review of this Directive; following a fleetwide survey of AD inspection findings conducted by the Type Certificate Holder.