

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

AD/VAT/41 Wing Main Spar and Tailplane Fatigue Life Limit 6/84
Amdt 1

Applicability: All models.

Requirement: Retire the following components from service:

1. Wing main spar lower cap assembly and wing front attachment spigot fittings.
2. Tailplane rear spar assembly and tailplane to fuselage attachment fittings.

Note 1: Aircraft fitted with wing main spar reinforcement to Hamilton drawing 90014 are subject to this requirement which shall include retirement of the lower reinforcement strap assembly.

Note 2: Aircraft engaged in competition or display aerobatics as defined in Note 3 below, or in practise for such aerobatics, shall be required to have the flight time so engaged factored as follows: Time engaged in such aerobatic manoeuvres shall be multiplied by a factor of twenty (20) when assessing the total time for structural life limitation purposes. The time so engaged shall be taken as the time from commencement until the time of completion of the manoeuvres or sequence of manoeuvres.

Note 3: Competition or display aerobatics are defined as those manoeuvres which result in consistent high loads being placed on the airframe. Manoeuvres such as Lomcevaks, snap rolls, outside loops, square loops, spins (high exit speed) etc. are included within this definition. The more usual training or pleasure aerobatics, provided that they are only flown occasionally, do not attract the factor of 20 referred to in Note 2 above.

Note 4: Competition aerobatic time not previously recorded shall be conservatively estimated from the known history of the particular aircraft.

Note 5: This life limitation is based on measured stress and Conservative loads data, and will be subject to review on the basis of future measurements of a representative flight loads spectrum.

Compliance: At or before 17200 hours time in service.