

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

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/VAT/42 and issues the following AD under subregulation 39.1 (1) of CAR 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.

**AD/VAT/42
Amdt 1**

**Control Column Wagglers P/N 52115 -
Inspection and Modification**

11/2000 TX

Applicability: All Models except T6.

Requirement: 1. Visually inspect both Wagglers attach arms for cracks in accordance with Edge Aviation Service Bulletin EA-AT-2000/001 Issue 1 Section 2. Anticipated crack locations are as indicated at Figure 1.

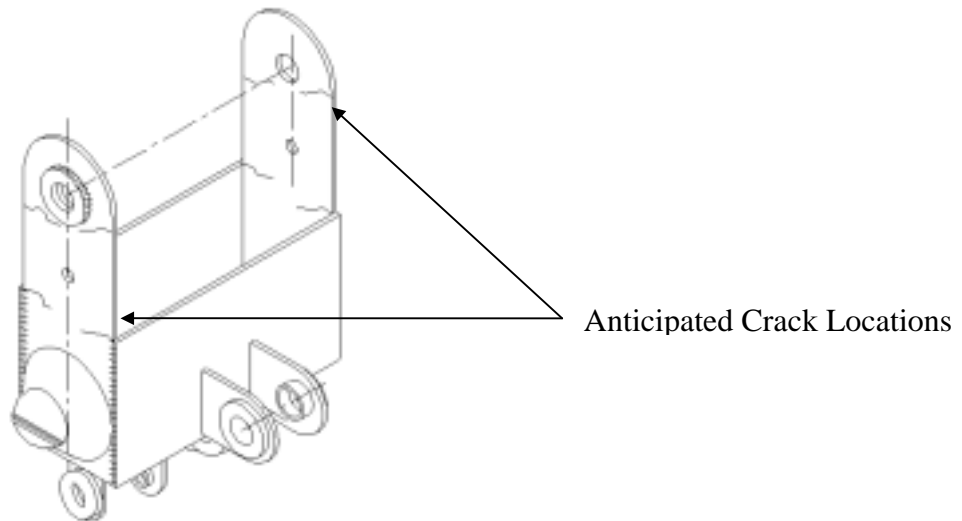


Figure 1

2. Modify in accordance with Edge Aviation Service Bulletin EA-AT-2000/001 Issue 1 Section 3 or a modification approved by a CAR 35 Authorised Person.

Note: Wagglers modified in accordance with the initial issue of this AD have waggler arms which have been doubled in thickness by the addition of welded doublers to the outer faces of the side attachment arms. Total thickness of the side attachment arms of modified wagglers should be approximately 0.098" (2.49mm). Wagglers so modified meet requirement 2 of this AD.

COMMONWEALTH OF AUSTRALIA
CIVIL AVIATION SAFETY AUTHORITY
SCHEDULE OF AIRWORTHINESS DIRECTIVES

(Civil Aviation Regulations 1998), PART 39 - 105

- Compliance:
1. Unless already accomplished, before further flight and thereafter at intervals not exceeding 100 hours time in service until modified.
 2. Unless already accomplished, within 12 months from the date of effect of this amendment.

This Amendment becomes effective on 29 September 2000.

Background: The original issue of this AD was raised as a result of two instances of control column waggler arm cracking having been found following aileron control malfunction. This amendment is issued as a result of a further case of a seriously cracked waggler, and also to update the AD and require modification of the wagglers rather than indefinite periodic inspections.



William Ronald Smith
Delegate of the Civil Aviation Safety Authority

26 September 2000