

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

AD/VAT/1

**Nose Wheel Leg Attachment
Angles - Replacement**

12/62

Applicability: Victa Airtourer 100 with S/Nos. 1 to 8.

Document: Victa SB No. 3.

Compliance: Before 1 September 1971.

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

AD/VAT/2 Rudder Pedal Bearing Blocks - Modification 2/63

Applicability: Victa Airtourer 100 with S/Nos. 1 to 15.

Document: Victa SB No. 4.

Compliance: Before 1 September 1971.

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

AD/VAT/3

Tailplane and Elevator Bolts - Wirelocking

2/63

Applicability: Victa Airtourer 100 and 115 with S/Nos. 1 to 15.

Document: Victa SB No. 5.

Compliance: Before 1 September 1971.

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

AD/VAT/4 Outboard Elevator and Tailplane Hinge - Inspection 3/63

Applicability: Victa Airtourer 100 and 115 with S/Nos. 1 to 14 not incorporating Mod. B27.

Requirement: Inspect the outboard elevator and tailplane hinge fittings P/N 0221012 and 0220009 for cracks, particularly in the region of the bend radius on the elevator hinge P/N 0221012.

Compliance: At intervals not exceeding 25 hours time in service, after 1 September 1971.

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

AD/VAT/5

**Control Column Torque Tube Bearing
Spigots - Modification**

3/63

Applicability: Victa Airtourer 100 and 115 with S/Nos. 1 to 16.

Document: Victa SB No. 6.

Compliance: Before 1 September 1971.

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

AD/VAT/6

**Elevator and Rudder Bellcrank Bearing
Retention - Modification**

5/63

Applicability: Victa Airtourer 100 and 115 with S/Nos. 1 to 14.

Document: Victa SB No. 9.

Compliance: Before 1 September 1971.

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

AD/VAT/7

Lower Tailplane Shroud - Modification

5/63

Applicability: Victa Airtourer 100 and 115 with S/Nos. 1 to 13.

Document: Victa SB No. 8.

Compliance: Before 1 September 1971.

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

AD/VAT/8

**Tailplane to Fuselage Attachment
Brackets - Modification**

11/63

Applicability: Victa Airtourer 100 and 115 with S/Nos. 1 to 27.

Document: Victa SB No. 13.

Compliance: Before 1 September 1971.

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

AD/VAT/9 Aileron Mass Balance Attachment - Inspection 11/63

- Applicability: Victa Airtourer 100 and 115 with S/Nos. 5 to 49 not incorporating Mods. B75 or B118.
- Document: Victa SB No. 18.
- Compliance: Inspect at intervals not exceeding 100 hours time in service, after 1 September 1971.

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

AD/VAT/10 Landing Gear Attachment Bolts - Replacement 11/74
Amdt 6

Applicability: Airtourer 100, 115 and 150 series. Airtourer T6 Series.

- Requirement: 1. For Airtourer 100, 115 and 150 series aeroplanes replace special bolts as per Aerospace SB No. 031.
2. For Airtourer T6 series aeroplanes replace special bolts as per Aerospace SB No. 032.
3. Alternatively, replace time expired special bolts in Paras. 1 and 2 with AN steel bolts of equivalent length and diameter.

Compliance: For Paras. 1 and 2 - At intervals not exceeding 350 hours time in service.

 For Para. 3 - At intervals not exceeding 100 hours time in service.

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

AD/VAT/11 Flexible Fuel Line Attachment Clips - Replacement 2/64

Applicability: Victa Airtourer 100.

Requirement: Replace all plastic clips supporting flexible fuel lines in the engine compartment with suitable metal clips.

Compliance: Before 1 September 1971.

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

AD/VAT/12E

CANCELLED

5/86

Background: This Directive has been cancelled following a recent survey which showed nil defect experience in the last decade.

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

AD/VAT/13

Stall Warning Indicator - Installation

4/64

Applicability: Victa Airtourer 100 and 115.

Document: 1. Victa Mod. B47; or
2. Victa SB No. 25.

Compliance: Before 1 September 1971.

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

AD/VAT/14 Fuel Tank Vent System - Installation of Scoop 4/64

Applicability: Victa Airtourer 100 and 115.

Document: 1. Victa SB No. 28; or
 2. Victa Mod. B104.

Compliance: Before 1 September 1971.

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

AD/VAT/15 Flight Instruments - Repositioning of Venturi 5/64

Applicability: Victa Airtourer 100 with S/Nos. 1 to 37.

Document: 1. Victa SB No. 23; or
 2. Victa Mod. B82.

Compliance: Before 1 September 1971.

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

AD/VAT/16 Elevator Stops on Torque Shaft - Modification 5/64

Applicability: Victa Airtourer 100 and 115.

Document: 1. Victa SB No. 30; or
 2. Victa Mod. B87.

Compliance: Before 1 September 1971.

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

AD/VAT/17

Elevator Centre Hinge - Modification

5/64

Applicability: Victa Airtourer 100 and 115.

Document: 1. Victa SB No. 31; or
2. Victa Mod. B99.

Compliance: Before 1 September 1971.

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

AD/VAT/18A Limitation of Flap Movement - Modification 5/64

Applicability: Victa Airtourer 100 and 115. All AESL model 115 with S/Nos. 501 to 513 except 506 and 509.

Requirement: 1. Modify the flap selector quadrant to allow selection of only the first 3 positions, in accordance with Victa SB No. 34 or Victa Modification No. B129; or

 2. Victa Modification No. B129 (SB No. 34) may be removed following incorporation of Air Navigation Order AD/VAT/34 and also provided the aircraft is test flown by a pilot endorsed for the type and holding at least a Commercial Pilot Licence immediately following removal of the Modification No. B129 in order to check the general handling and controllability with fourth notch of flap extended.

The tests shall determine whether:

- (a) any excessive wing drop or other undesirable Characteristics occur when the aircraft is stalled power “on” and power “off” in both level and turning flight; and
- (b) approaches and landings including precautionary landings can be safely executed under all normal operating conditions.

A signed copy of the flight test report shall be forwarded to the Secretary within 7 days of completion of the tests.

Note: An amendment to the aircraft flight manual will be forwarded to the owner on receipt of the satisfactory test report.

Compliance: Before 1 September 1971.

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

AD/VAT/19A

Exhaust Muffler Baffle - Inspection

6/68

Applicability: Airtourer 115.

Document: Victa Alert SB No. A.35.

Compliance: At intervals not exceeding 100 hours time in service, after 1 September 1971.

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

AD/VAT/20

Centre Flap Spar - Inspection

6/64

- Applicability: Victa Airtourer 100 and 115 not incorporating Victa Mod. B141 and which have exceeded 500 hours time in service.
- Requirement: Inspect the centre flap spar in the region of the actuating bracket P/N 16105/1 for cracking. If cracking is found repair in accordance with an approved scheme before further flight.
- Compliance: At intervals not exceeding 100 hours time in service, after 1 September 1971.

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

AD/VAT/21 Fuel Tank Retention Buttons - Modification 11/64

Applicability: Victa Airtourer 100 and 115 with S/Nos. 1 to 75.

Document: Victa SB No. 44.

Compliance: Within 100 hours time in service after 20 November 1964.

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

AD/VAT/22C

Nose Leg Strut - Modification

5/66

Applicability: Victa Airtourer 100 and 115 not incorporating Mod. B206.

Document: Victa SB No. 48, Issue 3.

Compliance: Before 500 hours total time in service.

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

AD/VAT/23

Fuel Filter Cooling - Modification

4/65

Applicability: Victa Airtourer 100 and 115.

Document: Victa Mod. No. B216.

Compliance: Before 12 April 1965.

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

AD/VAT/24

**Rear Fuselage - Sealing of Seams and
Rivets - Modification**

11/65

Applicability: Victa Airtourer 100 and 115 with S/Nos. 1 to 110.

Document: Victa SB No. 55.

Compliance: Within 100 hours time in service after 29 November 1965.

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

AD/VAT/25

Nose Wheel Steering - Inspection

11/65

Applicability: Victa Airtourer 100 and 115 prior to S/Nos. 108 not incorporating Mod. No. B209.

Document: Victa SB No. 49, Issue 2.

Compliance: At intervals not exceeding 100 hours time in service.

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

AD/VAT/26

Wing Walkway - Modification

11/66

Applicability: Victa Airtourer 100 and 115.

Document: Victa SB No. 64.

Compliance: Within 150 hours time in service after 7 November 1966.

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

AD/VAT/27 Crankcase Breather Aerobatic Oil Trap - Removal 11/66

Applicability: Victa Airtourer 100 fitted with Mod. No. B199.

Document: Victa SB No. 63.

Compliance: Within 50 hours time in service, after 6 December 1966.

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.

SCHEDULE OF AIRWORTHINESS DIRECTIVES

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.

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

AD/VAT/29 Elevator Trim Adjustment Segment - Inspection 6/67

Applicability: Victa Airtourer 115.

Requirement: Inspect the elevator trim adjustment segment P/N 52528/2 on the trim lever assembly for wear or damage to the locking teeth.

Compliance: At intervals not exceeding 100 hours time in service until modified in accordance with Victa SB No. 61.

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

AD/VAT/30 Exhaust System Muffler Shroud - Modification 1/68

Applicability: Victa Airtourer 100.

Requirement: Drill a 3/16 inch diameter drain hole just forward of the rear face bottom centre line of each exhaust system muffler shroud P/N 42124/1.

Compliance: Within 100 hours time in service after 25 January 1968.

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

AD/VAT/31 **Control Torque Tube Assembly - Inspection** **9/79**
Amdt 1

Applicability: Airtourer 100 and 115.

Requirement: Inspect both upper and lower cut outs in the Control Column Torque Tube P/N 52131/30 for cracking. The area can be inspected by removing the arm rest front panel P/N 53018/1.

Compliance: At intervals not exceeding 100 hours time in service after 30 September 1979.

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

**AD/VAT/32
Amdt 1**

Nose Wheel Steering Arm - Inspection

8/68

Applicability: Airtourer 100 and 115.

Requirement: Inspect the riveted joint of four 5/32 inch rivets in the steering arm assembly P/N 62011/1 for looseness and evidence of rivet working.

Note: This inspection may be performed and certified by the pilot.

Compliance: At each daily or overnight inspection.

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

AD/VAT/33 Control Column Bearing Spigot Bolt - Inspection 10/68

Applicability: Airtourer 100 and 115.

Requirement: Inspect the control column torque tube near bearing spigot bolt P/N 31724/1 for conformity with 6/15-24 WNF-2A threadform.

Note: The outside diameter of this thread should be 0.3042 inches minimum and the root diameter should be 0.2536 inches minimum.

Compliance: Within 100 hours time in service after 6 October 1968 or before installation after 6 October 1968 whichever occurs first.

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

AD/VAT/34 Aileron Control Leaf Springs - Installation 11/69

Applicability: Airtourer 100 and 115.

Document: Aero Engine Services Ltd. SB No. 001.

Compliance: Before 1 August 1969.

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

AD/VAT/35

Fuel Cell - Inspection

7/70

Applicability: All models fitted with P/No. DC3681 fuel cells.

Requirement: Inspect the fuel cell to ensure that the rubber support channels are adequately bonded to the upper surface of the cell.

Compliance: 1. For installed fuel cells - within 100 hours time in service after 31 July 1970.
2. For spar fuel cells - before installation in an aeroplane.

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

AD/VAT/36 **Fuel Pump Heat Deflector - Modification** **11/70**

Applicability: Airtourer 100, 115 and 150.

Requirement: Install a deflector plate or similar device to ensure that the exhaust of hot air from the cabin heater distribution box assembly is deflected away from the electric fuel pump when the cabin heater is selected to the OFF position.

Note: An acceptable means of compliance is a deflector manufactured to Drawing No. LVAC III which can be obtained from the Latrobe Valley Aero Club, Victoria.

Compliance: Before 1 January 1971.

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

AD/VAT/37 Wing Ribs - Inspection and Modification 6/72

Applicability: All models not modified to AESL SB No. 019.

Requirement: Remove the walkway top skin sufficiently for wing ribs P/Nos. 10217/1 and /2 and 102109/1 to be inspected for cracks. Particular attention should be paid to the lower flange to web radius in the vicinity of the attachment points for the landing gear legs.

Prior to further flight defective ribs shall be repaired in accordance with AESL SB No. 019 or to a scheme approved by the Secretary.

Compliance: For aircraft which have exceeded 3500 hours time in service as at 30 June 1972 - within 300 hours time in service and thereafter at intervals not exceeding 3500 hours time in service.

For aircraft which have not exceeded 3500 hours time in service at 30 June 1972 - before achieving 3800 hours time in service and thereafter at intervals not exceeding 3500 hours time in service.

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/VAT/38.

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

AD/VAT/38 Front Seat Restraint Installations - Modification 1/2008

Requirement: CANCELLED.

This AD is cancelled on 17 January 2008.

Background: This AD was issued in 1972 to require the installation of upper torso restraint on aircraft certified prior to 1967. This AD has been replaced by AD/GENERAL/74 Amendment 1.



David Villiers
Delegate of the Civil Aviation Safety Authority

26 November 2007

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

AD/VAT/39 Canopy Third Rail - Inspection and Modification 6/75

Applicability: All models.

Document: Aerospace Airtourer SB No. 034.

Compliance: Before 1 August 1975.

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

AD/VAT/40 Elevator Centre Rib Structure - Modification 10/75

Applicability: All models.

Document: Aerospace Airtourer SB No. 038.

Compliance: Within 100 hours time in service after 31 October 1975.

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.

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.

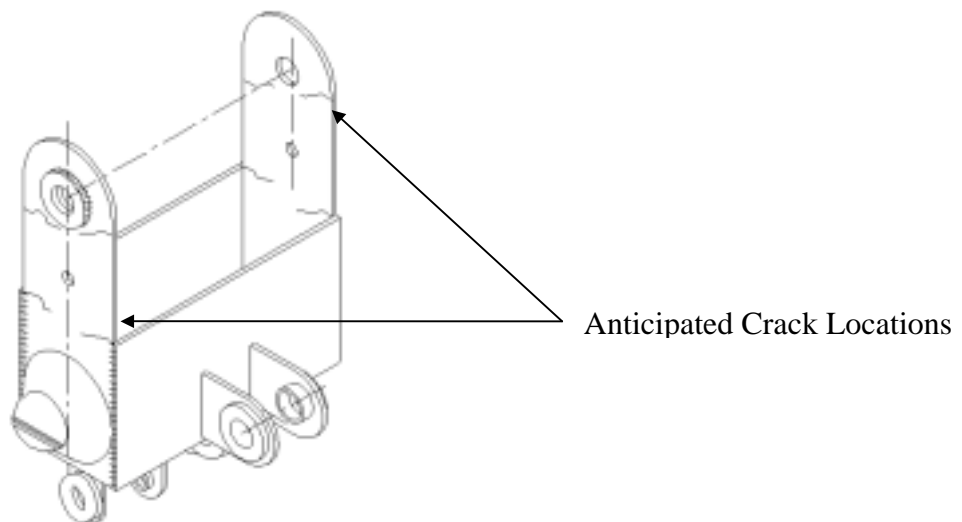


Figure 1

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

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

**AD/VAT/43
Amdt 1**

**Flapperon Operating Lever and Lever
Attach Box Section - Inspection**

4/85

Applicability: All models.

Requirement: Remove the flapperon operating lever assembly and inspect the lever attach box sections and the operating levers for evidence of corrosion and cracking.

Note: Alternatively, inspection may be achieved without dissassembly by the provision of inspection holes to a scheme approved by the Secretary.

Compliance: Unless already accomplished, within 100 hours time in service after 30 April 1984, and thereafter at intervals not exceeding 3 years.

Background: Reports have been received of evidence of corrosion and cracking in the lever and box section which has resulted from moisture entrapment. Failure to detect this defect could result in the eventual loss of control surface input movement. This AD is amended to remove the operating lever assembly part number as all assembly part numbers are affected.