
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Installation av demonterbara inspektionsluckor

GÄLLER: Modeller och S/N angivna i bifogad kopia av FAA AD 96-18-02
Anm: Effektiviteten ändrad

ÅTGÄRD: Utför åtgärder angivna i FAA AD 96-18-02

**TID FÖR
ÅTGÄRD:** Inom 20 flygtimmar räknat från detta LVD:s utgivningsdatum

UNDERLAG: FAA AD 96-18-02 samt däri angivna American Champion SL

REFERENS: FAA AD 96-18-02

**BESLUTS
DATUM:** 1996-10-18

LFS: 1996:61

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11. Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.



CORRECTED AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

Correction issued September 1996.

96-18-02 AMERICAN CHAMPION AIRCRAFT CORPORATION: Amendment 39-9726; Docket No. 96-CE-36-AD. Supersedes AD 96-03-11, Amendment 39-9598.

Applicability: The following airplane models and serial numbers, certificated in any category, that are equipped with metal spar wings:

- Model 8KCAB airplanes, serial numbers 643-90 through 768-96;
- Model 8KCAB airplanes, all serial numbers, that are equipped with metal spar wings, wing assembly part number (P/N) 7-1521 (installed in accordance with American Champion Service Kit 403);
- Model 8GCBC airplanes, serial numbers 361-91 through 377-96;
- Model 8GCBC airplanes, all serial numbers, that are equipped with metal spar wings, wing assembly part number 7-1542;
- Model 7GCBC airplanes, serial numbers 1200-94 through 1215-96;
- Model 7GCBC airplanes, all serial numbers, that are equipped with metal spar wings, wing assembly part number 7-1545;
- Model 7ECA airplanes, serial numbers 1355-95 through 1358-96; and
- Models 7ECA, 7GCAA, and 7KCAB airplanes, all serial numbers, that are equipped with metal spar wings, wing assembly part number 7-1567.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 20 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent structural failure of a wing assembly caused by cracked wing front strut attach fittings, which, if not detected and corrected, could result in loss of control of the airplane, accomplish the following:

(a) Install removable inspection hole openings for the wing front strut attach fittings in accordance with one of the following, as applicable:

(1) American Champion Service Letter (SL) 410, dated May 6, 1996, for Model 8KCAB airplanes that have complied with American Champion SL 408, dated January 24, 1996;

(2) American Champion SL 411, dated May 6, 1996, for Model 8KCAB airplanes that have not complied with American Champion SL 408, dated January 24, 1996;

(3) American Champion SL 412, dated May 6, 1996, for Models 7ECA, 7GCAA, 7GCBC, and 8GCBC airplanes that have complied with American Champion SL 409, Revision A, dated April 22, 1996; and

(4) American Champion SL 413, dated May 6, 1996, for Models 7ECA, 7GCAA, 7GCBC, and 8GCBC airplanes that have not complied with American Champion SL 409, Revision A, dated April 22, 1996.

NOTE 2: American Champion SL 408 and American Champion SL 409, when complied with, incorporate permanent inspection holes for access to the wing front strut attach fittings, P/N 3-1632-1 and P/N 3-1632-2; and P/N 3-1646L and 3-1646R, respectively.

(b) Replace the wing front strut attach fittings with P/N 3-1691 (Model 8KCAB) or P/N 3-1692 (Models 8GCBC, 7ECA, 7GCAA, 7GCBC, and 7KCAB) wing front strut attach fittings, as applicable. Accomplishment of these actions is required in accordance with the instructions in American Champion SL 414, Revision A, dated June 25, 1996; or American Champion SL 415, Revision A, dated June 25, 1996, as applicable.

(c) If the improved design wing front strut attach fittings referenced in paragraph (b) have been ordered from the manufacturer, but are not available, repetitively inspect the wing front strut attach fittings for cracks, scratches, or surface deformities at intervals not to exceed 20 hours TIS in accordance with the instructions in American Champion SL 408, dated January 24, 1996, or American Champion SL 409, Revision A, dated April 22, 1996, as applicable. Figure 3 of these service letters depicts the crosshatched areas of the fittings that must be inspected. These service letters also specify both a visual inspection and the choice of either a dye penetrant, Zyglot test, ultrasonic, or x-ray inspection.