Airworthiness Directive Schedule

Aeroplanes

American Champion 7 and 8 Series

26 July 2018

Notes:

1. This AD schedule is applicable to American Champion Aircraft Corporation 7AC, 7EC, 7ECA, 7FC, 7GCAA and 7GCBC aircraft (formally Champion Aircraft Corporation and Bellanca Aircraft Corporation), manufactured under FAA Type Certificate No. A-759, and

   American Champion Aircraft Corporation 8KCAB and 8GCBC aircraft manufactured under FAA Type Certificate No. A21CE.

2. The FAA is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft. State of Design ADs can be obtained directly from the FAA web site at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet

3. The date above indicates the amendment date of this schedule.

4. New or amended ADs are shown with an asterisk *

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From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below with linked directly to them. You can also obtain them directly from the National Airworthiness Authority (NAA) web sites. Links to the NAA web sites are available on the CAA web site at http://www.caa.govt.nz/airworthiness-

directives/states-of-design/ If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below. 13
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DCA/CHAMP/1 Rudder Pedal Stop - Modification

Applicability: Models 7ECA, 7GCAA, 7GCB and 7GCBC aircraft manufactured prior to 1 December 1966

Requirement: Champion SL 73

Compliance: Within next 25 hours TIS

Effective Date: 31 March 1967

DCA/CHAMP/2 Aileron Bay Ribs - Inspection

Applicability: Models 7ECA, 7GCAA and 7GCBC aircraft manufactured prior to 2 September 1967

Requirement: Champion SL 76A

Compliance: At intervals not exceeding 100 hours TIS except aircraft used for aerobatics shall be inspected at intervals not exceeding 50 hours TIS

Effective Date: 31 August 1968

DCA/CHAMP/3 Cancelled: Purpose Fulfilled

DCA/CHAMP/4 Front Wing Strut Drain Hole - Modification

Applicability: Model 7 series aircraft manufactured prior to August 1964

Requirement: Champion SL 72

Compliance: By 3 August 1969

DCA/CHAMP/5 Nylon Brake Lines - Modification

Applicability: Model 7ECA, 7GCBC and 7GCAA aircraft manufactured after August 1964 with oleo type landing gear

Requirement: Champion SL 78

Compliance: Within next 50 hours TIS

Effective Date: 31 August 1968

DCA/CHAMP/6 Cancelled: DCA/CHAMP/10 refers

DCA/CHAMP/8 Top Windshield Retainer - Modification

Applicability: Model 7ECA, 7GCBC, 7GCAA and 7KCAB aircraft manufactured prior to 29 July 1967 with "greenhouse roof"

Requirement: Champion SL 82

Compliance: Within next 50 hours TIS

Effective Date: 31 August 1968

DCA/CHAMP/9 Cancelled: Purpose fulfilled

DCA/CHAMP/10 Throttle Arm Knob - Modification

Applicability: Models 7ECA, 8GCAA, 7GCBC and 7KCAB aircraft manufactured prior to 28 April 1969

Requirement: Champion SL 94

Compliance: Within next 100 hours TIS

Effective Date: 30 September 1969

DCA/CHAMP/11 Elevator and Rudder Control System - Modification

Applicability: Models 7ECA, 7GCAA, 7GCBC and 7KCAB aircraft manufactured prior to 1 May 1979

Requirement: Champion SL 101

Compliance: Within next 100 hours TIS

Effective Date: 31 August 1972

DCA/CHAMP/12 Cancelled: DCA/CHAMP/13 refers

DCA/CHAMP/13 Battery Box - Modification

Applicability: Models 7GCAA, 7GCBC, 7KCAB and 8KCAB aircraft

Requirement: Battery box to be replaced with unit having overboard drain.

(FAA AD 72-18-03 refers)

Compliance: By 1 March 1973

DCA/CHAMP/14 Operating Restrictions - Placards

Applicability: Model 7ECA aircraft, S/N 1 through to 722, 725, 723-70 through to1238-78

Model 7GCAA aircraft, S/N 1 through to 198, 200 through to 204, 276, 205-70 through to 355-78

Model 7GCBC aircraft, S/N 1 through to 201, 205, 207, 202-70 through to 1024-78

Requirement: FAA AD 77-22-05

Compliance: As detailed

Effective Date: 7 November 1977

DCA/CHAMP/15 Wing Rib/Spar Attachment - Inspection

Applicability: Model 7ECA aircraft, S/N 1 through to 1350-80

Model 7GCAA aircraft, S/N 1 through to 396-80

Model 7GCBC aircraft, S/N 1 through to 1213-80

Requirement: Inspect per Bellanca SL C-139A and rectify any defects found as specified

Compliance: Within next 100 hours TIS or 60 days whichever is the sooner and thereafter at intervals not exceeding 100 hours TIS

Effective Date: 4 April 1980

DCA/CHAMP/16 Front Seat - Inspection and Modification

Applicability: All model 7ECA, 7GCAA, 7GCBC, 7KCAB, 8GCBC and 8KCAB aircraft with front folding seats

Requirement: To prevent seat back failure which could result in loss of aircraft control, accomplish the following:

1. (a) Inspect left and right side of welded lower seat frame side-tube/side-brace junction and seat back hinges for evidence of cracking, using magnetic particle or dye penetrant method. Repair or renew cracked assemblies before further flight.

(b) Fabricate and install on instrument panel in clear view of pilot, placard which in letters not less than 5 mm high, reads: "Warning: Do not pull or push on upper seat back"

2. Install exchange seat frame per American Champion Aircraft SL 401. Placard may be removed when accomplished.

(FAA AD 89-18-06 refers)

Note 1: Requirement notified to registered owners on effective date.

Note 2: A copy of the reference document may be obtained from the Director.

Compliance: 1. (a) Inspection - within next 25 hours TIS (TIS) and at intervals not exceeding 25 hours TIS until (b) accomplished.

(b) Placard - within next 25 hours TIS

2. Modification - within next 150 hours TIS

Effective Date: 15 December 1989

DCA/CHAMP/17B Wing Front Strut Fittings – Inspection and Replacement

Applicability Model 7GCBC aircraft, S/N 1200-94 through to 1212-96 and all S/Ns that are fitted with metal spar wings, wing assembly P/N 7-1545

Model 7GCBC aircraft, all S/N that are fitted with metal spar wings, wing assembly P/N 7-1545

Model 7ECA aircraft, S/N 1355-95 through to 1358-96

Any model 7ECA, 7GCAA, 7KCAB that are fitted with metal spar wings, wing assembly P/N 7-1567

Model 8KCAB aircraft, S/N 643-90 through to 768-96

Model 8KCAB aircraft, all S/N that are fitted with metal spar wings, wing assembly P/N 7-1521 fitted in accordance with American Champion Service Kit 403

Model 8GCBC aircraft, S/N 361-91 through to 377-96

Model 8GCBC aircraft, all S/N that are fitted with metal spar wings, wing assembly P/N 7-1542

Note 1: The applicability of this AD amended to include model 8KCAB aircraft.

Requirement: To prevent structural failure of a wing assembly caused by cracked wing front strut fittings, accomplish the following:

Install removable inspection hole openings for the wing front strut attach fittings per American Champion Service Letter (SL) 410 for model 8KCAB aircraft that have complied with SL 408, and per SL 411 for model 8KCAB aircraft that have not complied with SL 408, and per SL 412 for models 7ECA, 7GCAA, 7GCBC and 8GCBC aircraft that have complied with SL 409 revision A, and per SL 413 for models 7ECA, 7GCAA, 7GCBC and 8GCBC aircraft that have not complied with SL 409 revision A.

Note 2: SL 408 and SL 409 introduced inspection holes to access 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.

For model 8KCAB aircraft replace the wing front strut attach fittings with P/N 3-1691 per SL 414 revision A, and

For models 8GCBC, 7ECA, 7GCAA, 7GCBC and 7KCAB aircraft with attach fittings P/N 3-1692 per SL 415 revision A.

If the improved design fittings have been ordered from the manufacturer, but are not available, inspect the wing front strut attach fittings for cracks, scratches, or surface deformities at intervals not to exceed 20 hours TIS per SL 408. Figure 3 of this SL depicts the crosshatched areas of the fittings that must be inspected and specifies both a visual inspection and the choice of either a dye penetrant, Zyglo test, ultrasonic, or x-ray inspection.

If any of the following occurs, replacement of the wing front strut attach fittings with improved design fittings before further flight:

a) Cracks, scratches, or surface deformities are found on a wing front strut attach fitting,

b) Parts become available from the American Champion Aircraft Corporation, or

c) Six repetitive inspection intervals are accomplished (120 hours TIS).

(FAA AD 96-18-02 refers)

Compliance: Within next 20 hours TIS install removable inspection hole openings and inspect the wing front strut attach fittings, unless already accomplished.

Thereafter inspect the wing front strut attach fittings at the intervals specified in the requirement of this AD, until replacement with improved design fittings.

Effective Date: DCA/CHAMP/17 - 12 April 1996
DCA/CHAMP/17A - 25 October 1996
DCA/CHAMP/17B - 25 October 2007

DCA/CHAMP/18 Wing Spars - Inspection

Applicability: Models 7AC, 7ACA, S7AC, 7BCM (L-16A), 7CCM (L-16B), S7CCM, 7DC, S7DC, 7EC, S7EC, 7FC, 7JC, 11AC, S11AC, 11BC, S11BC, 11CC, S11CC, 7ECA, 7GC, 7GCA, 7GCAA, 7GCB, 7GCBA, 7GCBC, 7HC, 7KC, 7KCAB, 8GCBC and 8KCAB aircraft.

Requirement: To prevent in-flight structural failure of the wing caused by damaged wood wing spars, accomplish the following:-

Inspect (detailed visual) the entire length of the front and rear wood wing spars for cracks, compression cracks, longitudinal cracks through the bolt holes or nail holes, or loose or missing rib nails. Accomplish inspection per American Champion Aircraft Corporation SL 406 Revision A.

If any damage is found, repair or replace the wood spar before further flight.

(FAA AD 2000-25-02R1 refers)

Compliance: By 25 January 2002. Also before further flight following any accident/incident that involves wing damage.

Repetitive Inspection
For Models 7ECA, 7GC, 7GCA, 7GCAA, 7GCB, 7GCBA, 7GCBC, 7HC, 7KC, 7KCAB, 8GCBC, and 8KCAB plus any models that have been modified to incorporate an engine with greater than 90 horsepower, inspect thereafter at intervals not to exceed 500 hours TIS or 12 calendar months, whichever occurs first.

Effective Date: 25 January 2001

DCA/CHAMP/19 Control Cable Swaging

Applicability: Model 7ECA, 7GCAA, 7GCBC, 8KCAB and 8GCBC aircraft that:

(i) were manufactured before August 12, 2005; and
(ii) have less than 250 hours time-in-service (TIS).

Model 7AC, 7ACA, S7AC, 7BCM, 7CCM, S7CCM, 7DC, S7DC, 7EC, S7EC, 7ECA, 7FC, 7GC, 7GCA,7GCAA, 7GCB, 7GCBA, 7GCBC, 7HC, 7JC, 7KC, 7KCAB, 8KCAB and 8GCBC aircraft that:

(i) have installed a flight control cable (or flight control cable included in a wing retrofit kit) that was purchased from American Champion Aircraft Corp. (ACAC) before August 12, 2005; and
(ii) have less than 250 hours TIS since the above installation.

Requirement: To detect and correct incorrect swaging width of the flight control cable Nicopress sleeves, which could result in failure of the elevator, rudder, aileron, and flap controls, accomplish the following.

1. Install a placard in the cockpit in full view of the pilot as follows:

Aerobatic Flight Prohibited

2. Add the following statement to the Limitations Section of the Pilots Operating Handbook (POH):

"Acrobatic flight prohibited until the inspection and replacement requirements of DCA/CHAMP/19 have been accomplished."

To do this, you may insert a copy of this AD into the Limitations Section of the POH.

3. Inspect the Nicopress sleeves on the following flight control cables for the correct width.

a) Elevator cables in 6 locations;
b) Rudder cables in 4 locations;
c) Aileron cables in 12 locations; and
d) Flap cables in 6 locations.

Follow ACAC Service Letter #427, Revision B. Each sleeve has three swages or crimps and must not exceed a maximum width of 0.354 inches. If any swages are incorrect, replace affected cables before further flight.
(FAA AD 2005-24-10 refers)

Compliance: 1. & 2. Before further flight.
3. Within the next 25 hours TIS

Effective Date: 26 January 2006

DCA/CHAMP/20 Cleveland Wheels – Inspection and Replacement

Applicability: Model 11 series, 7 series and 8 series aircraft fitted with Cleveland model 6:00 DMB wheels P/N C-38500.

Requirement: To prevent wheel flange failure, remove the tyres and inspect the wheel flanges for fatigue cracks.

Replace cracked wheels before further flight.
(FAA AD 48-08-02 refers)

Compliance: At 500 hours TTIS and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 25 October 2007

DCA/CHAMP/21 Flight Control Cables – AFM Limitation & Replacement

Applicability: Model 7ECA aircraft, S/N 840-72, 842-72 through to 871-72 fitted with 0-235-C1 engine, model 7GCAA aircraft, S/N 234-72 through to 242-72 and 244-72 through 246-72, model 7KCAB aircraft, S/N 304-72 through to 310-72, 312-72 through to 320-72 and 322-72, model 7GCBC (150 HP) aircraft, S/N 346-72, 347-72, 349-72 through to 361-72 and 363-72 through to 376-72 and model 8KCAB aircraft, S/N 13-72 and 15-72 through to 37-72

Requirement: To prevent flight control cable failure accomplish the following:

1. All affected aircraft are prohibited from acrobatic flight and must have a placard installed in clear view of the pilot which reads:

All acrobatic flight including intentional spins are prohibited.

For model 8KCAB aircraft, revise the aircraft flight manual and delete sections 1.2.1 through to 1.2.7. Insert the following text after section 1.2 Acrobatic Category Limitations: All acrobatic flight including intentional spins are prohibited.

2. Inspect all flight control cables for evidence of wear, fraying or stretching per the instructions in Champion Service Letter (SL) No. 104. If any defect are found, replace the defective flight control cable before further flight.

3. Replace all cables per the instructions in SL No. 104 and remove the placard stating 'All acrobatic flight, including intentional spins are prohibited'.

Note: All acrobatic flight including intentional spins are prohibited prior to the replacement of all the flight control cables.
(FAA AD 72-20-06 refers)

Compliance:
1. Before further flight, unless requirement 3 has been accomplished.
2. Within the next 100 hours TIS and thereafter at intervals not to exceed 100 hours TIS.
3. At 700 hours TTIS, or the next 100 hours TIS, whichever occurs later, unless already accomplished.

Effective Date: 25 October 2007

DCA/CHAMP/22 Rib Flanges – Inspection and Repair

Applicability: Model 8KCAB aircraft S/N 4-71 through to 159-74.

Requirement: To prevent fatigue cracks and/or distortion of the rib flanges, visually inspect the wing ribs for evidence of fatigue cracks and/or distortion of the rib flanges as follows:

Remove the fabric from each of the four doped-on round reinforcing rings located on the lower surface of each wing adjacent to the front spar by using a sharp knife. Use a flashlight (and mirror if necessary) and inspect all the ribs beginning at the first outboard rib from the fuel tank, including the last outboard full rib, for general condition. Examine the area approximately 2" aft of the front spar (just aft of the rib reinforcing gusset) on rib top flange for evidence of cracks, distortion and fabric hold-down rivet for looseness. If cracks, distortion or fabric rivet looseness are found in any of the inspected ribs, repair and reinforce all 30 ribs (15 ribs per wing), per Bellanca Kit No. 243 or an approved repair scheme, before further flight. Bellanca Service Letter No. 113 pertains to the inspection requirements of this AD.

Note: The inspection required by Bellanca Service Letter No. 113 may be discontinued after installation of Bellanca Kit No. 243.
(FAA AD 74-23-04 refers)

Compliance: Before further flight, and thereafter at intervals not to exceed 25 hours TIS until installation of Bellanca Kit No. 243.

Effective Date: 25 October 2007

DCA/CHAMP/23 Carburetor Alternate Air Valves – Inspection and Replacement

Applicability: Model 7ECA, 7GCAA, 7GCBC, 7KCAB, 8KCAB and 8GCBC aircraft, S/N as specified in the requirements of this AD.

Requirement: To prevent fatigue failure of the carburetor alternate air valves possibly resulting in engine power loss, accomplish the following:

1. For model 7ECA aircraft, S/N 985-74 through to 1108-75, model 7GCAA aircraft, S/N 280-74 through to 319-75, model 7GCBC aircraft, S/N 604-74 through to 859-75, model 7KCAB aircraft, S/N 405-74 through to 532-75, model 8KCAB aircraft, S/N 12074 through to 204-75, model 8GCBC aircraft, S/N 1-74 through to181-75, install Bellanca service Kit No. 248A.

Bellanca Service Letter No. 118A pertains to the subject.

2. For model 7ECA aircraft, S/N 723-70 through 984-73, model 7GCAA aircraft, S/N 205-70 through to 279-73, model 7GCBC aircraft, S/N 202-70 through to 603-73, model 7KCAB aircraft, S/N 209-70 through to 404-73, model 8KCAB aircraft, S/N 4-71 through to 119-73, install Bellanca Service Kit No. 251.

Bellanca Service Letter No. 120 applies to this subject.

3. For all aircraft listed in requirements 1 and 2 of this AD including subsequent S/N of the same model, inspect the alternate air valve for cracks.

If any cracks are found on model 7ECA aircraft, S/N 723- 70 through 984-73, model 7GCAA aircraft, S/N 205-70 through to 279-73, model 7GCBC aircraft, S/N 202-70 through to 603-73, model 7KCAB aircraft, S/N 209-70 through to 404-73, model 8KCAB aircraft, S/N 4-71 through to 119- 73, replace the alternate air valve by installing Bellanca Service Kit No. 251.

If any cracks are found on model 7ECA aircraft, S/N 985-74 onward, model 7GCAA aircraft, S/N 280-74 onward, model 7GCBC aircraft, S/N 604-74 onward, model 7KCAB aircraft, S/N 405-74 onward, model 8KCAB aircraft, S/N 120-74 onward, model 8GCBC aircraft, S/N 1-74 onward, replace the alternate air valve by installing Bellanca Service Kit No. 248A.
(FAA AD 75-17-16 refers)

Compliance: 1. & 2. Within the next 10 hours TIS, unless already accomplished.

3. Within the next 100 hours TIS unless already accomplished, and thereafter at intervals not to exceed 100 hours TIS or annual inspection, whichever occurs sooner.

Effective Date: 25 October 2007

DCA/CHAMP/24 Adjustable Front Seats – Inspection, Repair and Modification

Applicability: Model 7 ECA aircraft, S/N 1126-76 through to 1173-76

Model 7GCAA aircraft, S/N 324-76 through to 332-76

Model 7GCBC aircraft, S/N 887-76 through to 942-76

Model 7KCAB aircraft, S/N 551-76 through to 584-76

Model 8KCAB aircraft, S/N 219-76 through to 265-76

Model 8GCBC aircraft, S/N 188-76 through to 228-76

Including all previous S/N aircraft with adjustable front seat installed per Bellanca Kit No. 252.

Requirement: To detect permanent deformation and/or cracks in the lower frame side tubes on the adjustable front seat, accomplish the following:

1. Inspect the left and right side lower seat frame side tubes for cracks and/or permanent deformation in the area just forward of the side brace and side tube

junction. A permanent upward bow in the side tube at this junction is evidence of permanent deformation. The area can best be inspected after removal of the seat cushion. If cracks and/or permanent deformation are found, repair per an approved repair scheme and install Bellanca Kit No. 253, or replace the seat frame with a new reinforced seat frame P/N 7-1513, before further flight.

2. Install Bellanca Kit No. 253.

Note: Bellanca Service Letter No. C-125 pertains to the requirements of this AD. (FAA AD 76-22-01 refers)

Compliance: 1. Within the next 10 hours TIS, unless already accomplished.
2. Within the next 20 hours TIS, unless already accomplished.

Effective Date: 25 October 2007

DCA/CHAMP/25 Exhaust System – Inspection and Repair

Applicability: Model 7ECA aircraft, S/N 985-74 through to 1319-79.
Model 8KCAB aircraft, S/N 120-74 through to 550-79 fitted with Lycoming AEIO-360 series engine.
Model 8GCBC aircraft, S/N 1-74 through to 323-79

Requirement: To prevent exhaust system cracking, accomplish the following:

Remove the upper and lower engine cowling and inspect the exhaust system for cracks, fractures or evidence of exhaust leakage paying particular attention to the welded area between the riser tube and the exhaust flange. Remove the heater shroud and inspect the muffler body for cracks, fractures and evidence of exhaust leakage.

If any exhaust system component is cracked or damaged, remove the exhaust system and repair per an approved repair, or replace damaged parts.

Loosen the exhaust port stud nuts several turns. Check the bead clamps for tightness such that the clamps cannot rotate on the exhaust system with hand pressure. The riser flanges must have equal spacing to the exhaust port pad at both studs (a small amount of flange bow is acceptable), must be free to move up and down on the exhaust port studs without binding and must all contact the exhaust port pads together.

If any of the alignment checks are unsatisfactory, determine the cause for the misalignment and repair or replace the part as required.

Assemble exhaust system and install on engine with loose exhaust port stud nuts and bead clamp bolts. Torque exhaust port stud nuts to the correct value. Tighten bead clamp bolts until clamps secure risers to exhaust system but allow clamps to rotate with hand pressure. The bead clamps should not be rigidly clamped to the tubes but should be able to rotate on the tubes with moderate hand pressure on the clamp assembly.

Inspect the exhaust system for proper clearance between ducts, wiring, controls, etc. before reinstallation of the cowling. Install lower cowling and inspect for proper clearance between exhaust outlet and cowl. Reinstall the lower and upper engine cowling.

Note 1: Torque all exhaust port stud nuts evenly and tighten bead clamp bolts evenly to insure uniform loads within the exhaust system parts. Torquing bolts individually can cause very large stresses.

Note 2: Bellanca Service Letter No. C-138 pertains to the requirements of this AD. (FAA AD 79-22-01 refers)

Compliance: By 25 November 2007 or 10 hours TIS, whichever occurs sooner, unless already accomplished.

Effective Date: 25 October 2007

DCA/CHAMP/26 Muffler Baffles – Inspection and Replacement

Applicability: Models 7GC, 7GCB, 7HC, 7KC, 7GCA, 7GCBA, 7ECA aircraft, SN all through 985-73

Model 7GCAA aircraft, S/N all though 280-73

Model 7GCBC aircraft, S/N all through 604-73

Model 7KCAB aircraft, S/N all through 405-73

Model 8KCAB aircraft, S/N all through 120-73

Requirement: To prevent a degradation of the induction system icing protection or partial engine power loss, inspect the baffle installation within the muffler core and body assemblies, Bellanca (Champion) P/Ns 3-1079 or 3-1493, for cracking or deterioration with the mufflers removed from the aircraft.

Replace any muffler that is cracked or deterioration is evident.

(FAA AD 80-21-06 refers)

Compliance: Within the next 25 hours TIS, unless already accomplished, or by 25 December 2007, whichever occurs sooner, and thereafter at intervals not to exceed 100 hours TIS or 12 months from the last inspection, whichever occurs sooner.

Effective Date: 25 October 2007

DCA/CHAMP/27 Front Spar Strut Fittings – Inspection and Replacement

Applicability: Model 8KCAB aircraft, all S/N fitted with upper wing front spar fittings P/N 2-1976

Requirement: To prevent failure of the upper wing front spar strut fittings P/N 2-1976 that could result in an in-flight separation of the wing, remove the front spar strut fittings P/N 2-1976 and strip all paint with a chemical stripper. Clean and prepare the fittings for a magnetic particle inspection. Conduct a magnetic particle inspection of the fittings for cracks, paying particular attention to the areas near the welds.

If no cracks are found clean the fittings and apply a spray coat or a dip coat of zinc chromate primer, before further flight.

If cracks are found, replace with a new or serviceable fitting P/N 2-1976 that has been magnetic particle inspected per the requirements of this AD, or replace with a new American Champion Aircraft fitting P/N 3-1658 that is installed in accordance with the instructions in American Champion Aircraft Service Kit 302, or replace with a new Safe Aircraft Repair, Inc. fitting P/N SAR2-1976 and stiffener P/N SAR2-5001 installed in accordance with the instructions in STC SA1514GL issued to Safe Aircraft Repair, Inc. on 27 August 1990.

Note 1: Replacement of the upper wing front spar strut fittings P/N 2-1976 with new new American Champion Aircraft fitting P/N 3-1658, or new Safe Aircraft Repair, Inc. fitting P/N SAR2-1976 and stiffener P/N SAR2-5001 is a terminating action to the repetitive inspection requirements of this AD.

Note 2: If the hours TTIS of the front spar strut fittings P/N 2-1976 cannot be established, the aircraft airframe hours TTIS shall be used.

(FAA AD 90-15-15R1 refers)

Compliance: At 500 hours TTIS on front spar strut fittings P/N 2-1976, or within the next 25 hours TIS, whichever occurs later, unless previously accomplished within the last 250 hours TIS, and thereafter at intervals not to exceed 250 hours TIS.

Effective Date: 25 October 2007

DCA/CHAMP/28 Rear Seat Backs – Inspection and Replacement

Applicability: Model 7ECA, 7GCAA, 7GCBC, 7KCAB, 8KCAB and 8GCBC aircraft, all S/N manufactured before 1989 fitted with folding rear seat backs.

Requirement: To prevent failure of folding rear seat backs due to possible cracks in the seat back hinge area which could result in a rear-seated pilot or passenger inadvertently interfering with the control stick and possible loss of aircraft control, accomplish the following:

Inspect the rear seat back hinge area for cracks and elongation of the hinge bolt holes per American Champion Aircraft Corp. SL No. 431 dated 20 July 2009.

If cracks or excess elongation of the rear seat bolt holes are found, replace the seat frame with a factory remanufactured seat frame, a new standard seat frame P/N 7-1500, or a new wide seat frame P/N 7-1501, before further flight per SL No. 431.

Note: The replacement of the rear seat frame with a factory remanufactured seat frame, a new standard seat frame P/N 7-1500, or a new wide seat frame P/N 7-1501 terminates the repetitive inspection requirements of this AD.

(FAA AD 2009-22-02 refers)

Compliance: Within the next 25 hours TIS and thereafter at intervals not to exceed 100 hours TIS or every 12 months, whichever occurs sooner.

Effective Date: 3 December 2009

DCA/CHAMP/29 Airworthiness Directive Compliance at Initial NZ C of A Issue

Applicability: Model 8GCBC aircraft, all S/N.

Note: This AD issued to introduce those FAA ADs applicable to 8GCBC aircraft.

Requirement: Compliance with the following FAA Airworthiness Directives is required:

74-15-07	Propeller Mounting
75-04-12	Tachometer Markings
79-07-02	Exide AC 78M and Willard W 78M Batteries
80-25-07R1	Stewart-Warner Oil Coolers

Compliance: Before issue of a New Zealand Certificate of Airworthiness, or at the next ARA inspection after the effective date of this AD whichever is the sooner, unless previously accomplished. Repetitive inspections to be accomplished at intervals not to exceed the times specified in the FAA ADs.

Effective Date: 26 April 2012

From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below with linked directly to them. You can also obtain them directly from the National Airworthiness Authority (NAA) web sites. Links to the NAA web sites are available on the CAA web site at http://www.caa.govt.nz/airworthiness-directives/states-of-design/
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.

*** 2017-07-10 Cancelled - FAA AD 2018-14-06**

Effective Date: 17 August 2018

*** 2018-14-06 Aileron Hinge Support - Inspection**

Applicability: American Champion Aircraft Corp. model 8KCAB aircraft, S/N 1116-2012 through to 1120-2012 and 1122-2012 through to 1170-2017, including any aircraft fitted with exposed balance ailerons P/N 4-2142.

Effective Date: 17 August 2018