



AWAL Engineering Bulletin 21-001

Clarification of Control Cable Inspection Requirements – CA25 Aircraft

Background:

It has been brought to AWAL's attention that there are a number of 'Warnings and Servicing Instructions – General and Winjeel' that detail how the aircraft's control cables are to be inspected. These 'Warnings and Servicing Instructions' appear at the front of each of the Winjeel Aircraft, Planned Servicing Schedule, R1, R2 And R3 Servicing manuals, AAP 7212.003-6-2-1, 2 & 3 and apply to each of the servicing.

The AWAL approved Maintenance Program for the CA25 Winjeel aircraft states that the RAAF R1 and R2 inspections are to be carried out at 50 hourly intervals and that the AWAL 100hr/Annual Inspection (based on the RAAF R3 inspection) is carried out every 100 hours or 12 months.

Whilst the R1 and R2 inspection do not contain any control cable inspection requirements, if the R1 and R2 inspections were carried out in conjunction with the 100hr/Annual inspection it could be suggested that the 'Warnings and Servicing Instructions' should be applied to the inspection criteria of 100hr/Annual inspection, particularly the inspection of the aircrafts control cables which would require the disconnection and de-rigging of the aircrafts control systems. This was not the intent.

Clarification:

With regards to CA25 Winjeel control cable inspections. Despite any requirements in AAP 7212.003-6-2-1, 2 & 3, control cables will only need to be inspected IAW the requirements stated in CASA AD/GEN/87 as amended, the AWAL approved CA25 Winjeel Maintenance Program, Section 7.2, 100hr/Annual inspection, Items 23 and 24 and FAA AC43-13 1B – Acceptable Methods and techniques and practices – Aircraft Inspection and repair (as amended).

The aircraft's Registered Operator is ultimately responsible for the maintenance and airworthiness of his/her aircraft.

Please attach a copy of this bulletin to your AWAL approved Maintenance Program.

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