

SAFETY DIRECTIVE AV II – 0001

INSPECTION AND/OR MODIFICATION OF CONTROL TUBE ROD END ATTACHMENT

1) Aircraft Affected

1.1) All Versions of Aventura II

1.2) Concurrent Safety Directives

Further to this Safety Directive, the following additional Safety Directives must be observed and complied with:

- Not Applicable

1.3) Reason

Field experience has shown that connection of the 1/4 - 28 threaded insert (see Fig. 3) on certain control tubes require modification due to the following: 1/4 - 28 threaded insert can separate from the control tube.

1.4) Subject

Modification of the Throttle and/or Aileron / Flaperon Control Tube threaded insert connection.

1.5) Compliance

Before next flight, Inspection and/or Modification of the Throttle and Aileron Control Tube threaded insert connection must be conducted according to the Instructions provided in Section 2 of this Safety Directive.

1.6) Approval

The Technical content of this Safety Directive has been approved by Aero Adventure Aviation Inc.

1.7) Manpower

- None

1.8) Mass Data

- Change of Weight---- none
- Moment of Inertia----unaffected

1.9) Electrical load data

- No Change

2) Accomplishment / Instructions

2.1) Instructions

2.1.1) For AV II aircraft with Dual Throttle Controls:

Inspect the Left and Right Dual Throttle Control Tubes (see Fig. 1) to ensure that the threaded inserts are secured to the tube with a solid rivet or an AN3 Bolt and Nut (see Fig. 3).

2.1.2) For all AV II aircraft with Push Pull Aileron Controls:

Inspect the Left and Right Aileron Control Tubes (see Fig. 2) to ensure that the threaded inserts are secured to the tube with a solid rivet or an AN3 Bolt and Nut (see Fig. 3).

2.1.3) For all aircraft with Flaperon Linkage

Inspect the Left and Right Flaperon Linkage Control Tubes (see Fig. 4) to ensure that the threaded inserts are secured to the tube with a solid rivet or an AN3 Bolt and Nut (see Fig. 3).

2.1.4) Any control tube inspected IAW (2.1.1, 2.1.2 and 2.1.3) whose threaded insert is not secured with a solid rivet or an AN3 Bolt and Nut must be corrected.

NOTE: The affected control tube(s) may be sent to Aero Adventure for modification at the regular shop rate + S/H.

PUNCH HOLES HERE

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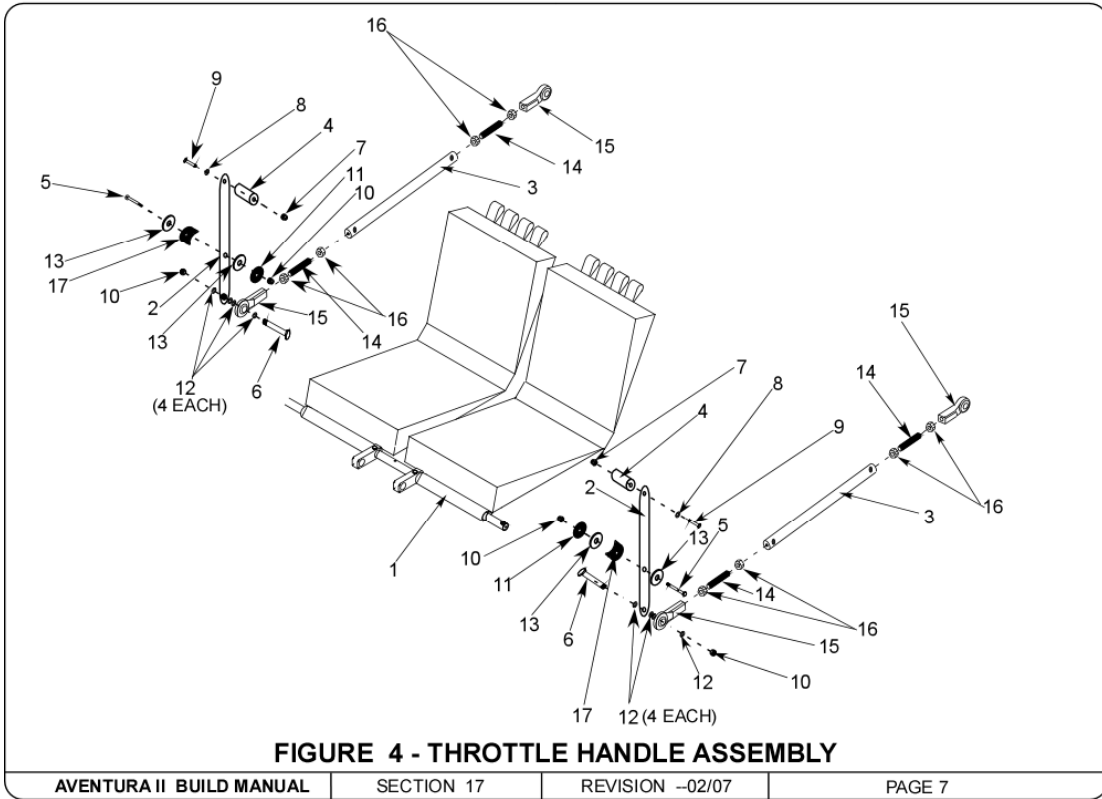


Figure 1

FLAP AND AILERON CONNECTION TYPICAL BOTH SIDES

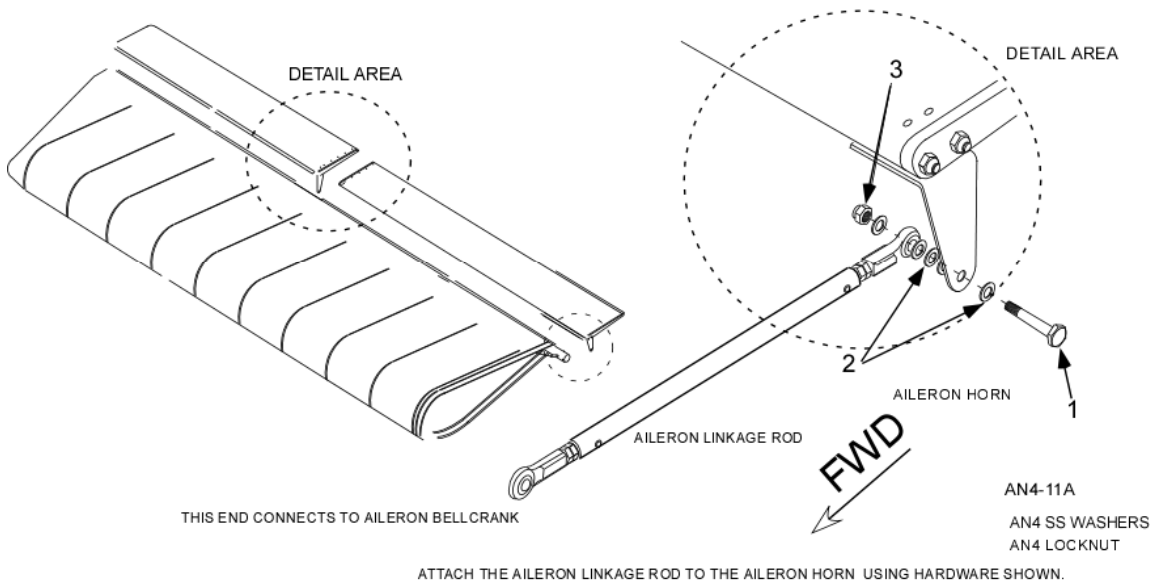


Figure 2

PUNCH HOLES HERE

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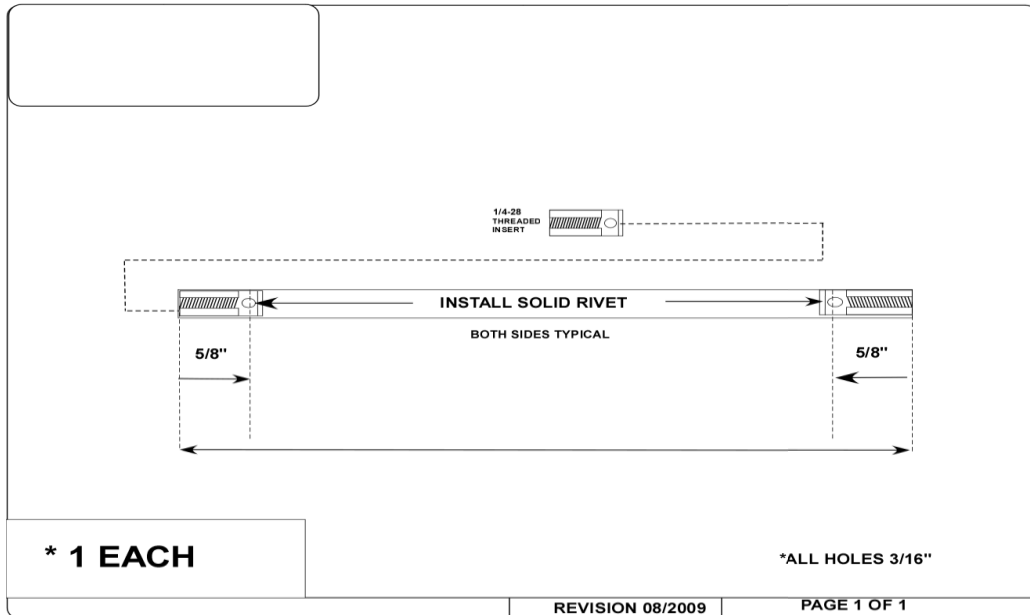


Figure 3

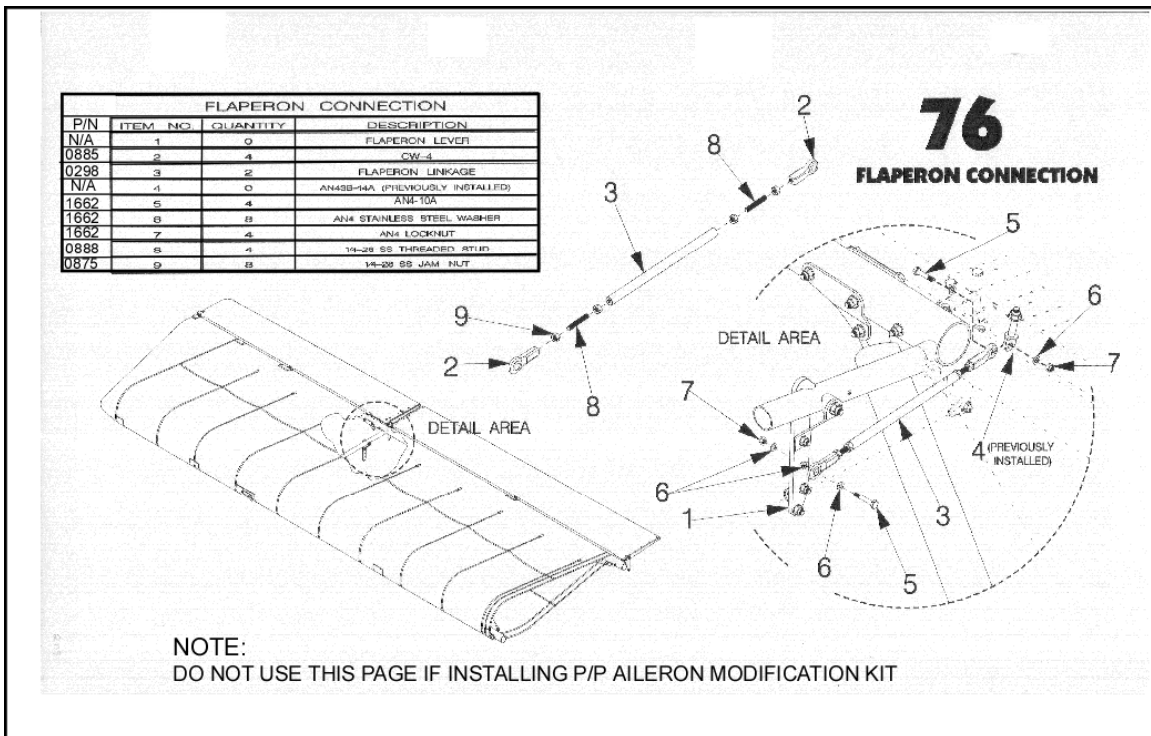


Figure 4