



Nat. Corp. Uherské Hradiště

member of

Aero

Trust of Czechoslovak Aeronautical Works Prague

Czechoslovakia

MANDATORY BULLETIN No. L 23/002a

Sheet.....¹.....

Of.....8.....

Effectivity: L 23 Super-Blanik glider, serial number 897501-897520 and 907601-907614.

Reason: Failures at the rear of a fuselage in the place of tail skid attachment may appear within careless handling of a glider on earth surface.

Description: A change of the lower tail skid suspension and the reinforcement of the fuselage in the place of the attachment in accordance with the next text of the bulletin.

To be accomplished not later than: by 31st December 1990.

To be accomplished by: The producer LET Uh. Hradiště-Kunovice, CSFR.

Cost covered by: The producer LET Uh. Hradiště-Kunovice, CSFR.

Material availability: The producer LET Uh. Hradiště-Kunovice, CSFR.

Validity: 1st September 1990.

Zelinka

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Manufacturer

Pokorák

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Customer's Representative

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Příhoda

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State Aviation Inspection

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Kindermann

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Ministry of Foreign Trade

A. The procedure of operation

1. Dismantle in both cockpits the boards and disconnect the instruments of PITO-system. Store the boards at the protected place (against vibration during riveting).
2. Support the rear of fuselage in the place between the partitions 12 and 13 so that a tail skid is above earth surface.
3. Dismantle the cover of the tail skid and the tail skid including dampers and a connecting draw rod .
4. Drill 5 rivets holding a suspension and remove them, then drill next two rivets in front of the suspension.
5. Insert and assemble a new suspension (item 1) according to Fig.2. Install angles (items 2 and 3) and mark their positions with regard to the suspension. In case that angles are located by their edges at the reinforcement of the partitions, file the angles. Remove the suspension, install the angles to the suspension, drill with the \varnothing 3.5 mm borer and insert rivets (item 7).
6. Assemble angles at the fuselage according to Fig.3 (items 5 and 6)so that the front edges of angles are 8 mm in front of the first hole of a drilled rivet (the seventh rivet from the end of fuselage, see Fig 2). Cut off the lengths of angles according to the last fuselage partition.
7. Insert a suspension with riveted angles (items 2 and 3), assemble the left angle (item 5). Drill with a \varnothing 3.6 mm borer 6 holes for rivets (item 8) (Fig.2, view P) and 7 holes for rivets (item 9) (Fig.2, lateral view). Drill 6 vertical holes for rivets with the same pitch and an edge distance of 8 mm with a \varnothing 3.1 mm borer (item 10) (see Fig 3, view P)
Remove the left angle (item 5), put the right angle (item 6) and drill holes for rivets according to the procedure described above (items 9 and 10).
8. Remove the angle (item 6) , suspension with riveted angles and clean the frame (remove remainders of drilling).

9. Reassemble the suspension and riveted angles, the angles 5 and 6, and assembly rivets (items 8, 9 and 10), consecutively.
10. Measure a distance of 400 mm from the levelling point No.6 and file a groove at the suspension according to Fig.2
11. Dismantle the ^{pull} draw rod of tail skid and replace with a new ^{pull} draw rod (item 4) in accordance with Fig.4.
12. Reinstall the tail skid and the cover.
13. Reinstall the boards a connect the instrument of PITO system .Check the leakage of ^{Manual} the PITO system in accordance with "The Operating Handbook, chapter 34"

B. A material required for the modification of one airplane

item	pcs.	name	serial number -standard
1	1	suspension	A710 700N
2	1	angle	A710 702L
3	1	angle	A710 702P
4	1	draw rod	A750 220N
5	1	angle	A793 100L
6	1	angle	A793 100P
7	3	rivet	3x13 CSN 022302.5
8	6	rivet	3.5x7 CSN 022302.5
9	7	rivet	3.5x11 CSN 022304.5
10	12	rivet	3x6 CSN 022304.5

C. Illustrations

- Fig.1 - A lateral ^{side} view of a glider and the detail of the original suspension assembly
- Fig.2 - A detail of a new tail skid suspension assembly and a view at the last partition of fuselage
- Fig.3 - A view at tail skid suspension from below
- Fig.4 - A view at tail skid

D. Required additional documentation

Not required.

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E. Required tools

Secured by tools of the producer.

F. Spare parts

Without any affect

G. Weight of airplane

The weight is increased by 0.05 kg.

H. Record into airplane book after modification of the
bulletin L 23/002a

The change of the lower tail skid suspension was made

Date:.....

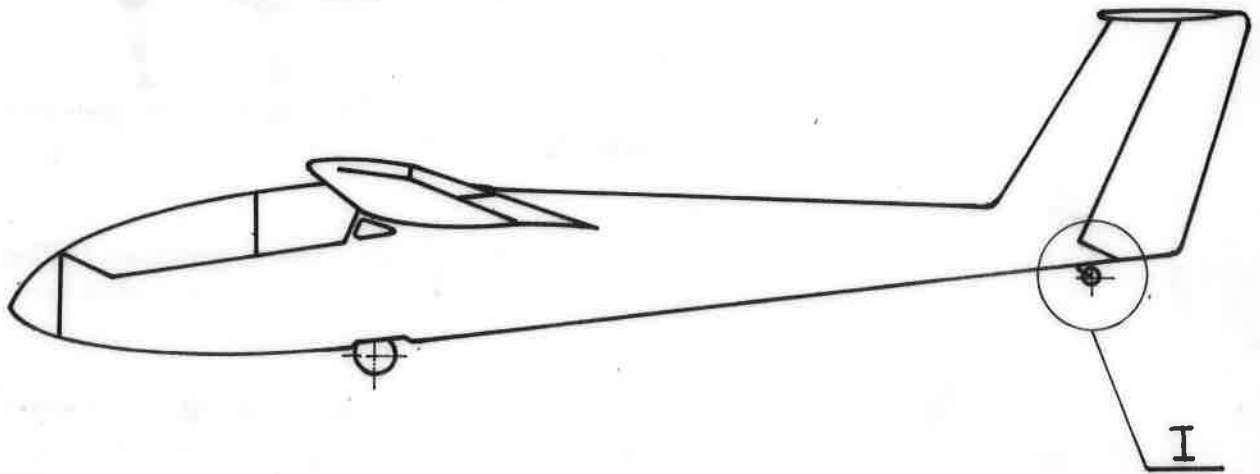
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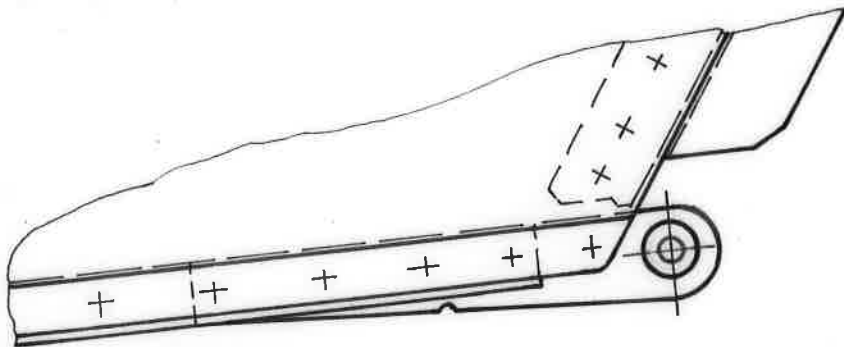
I. Original documentation

Without any affect.

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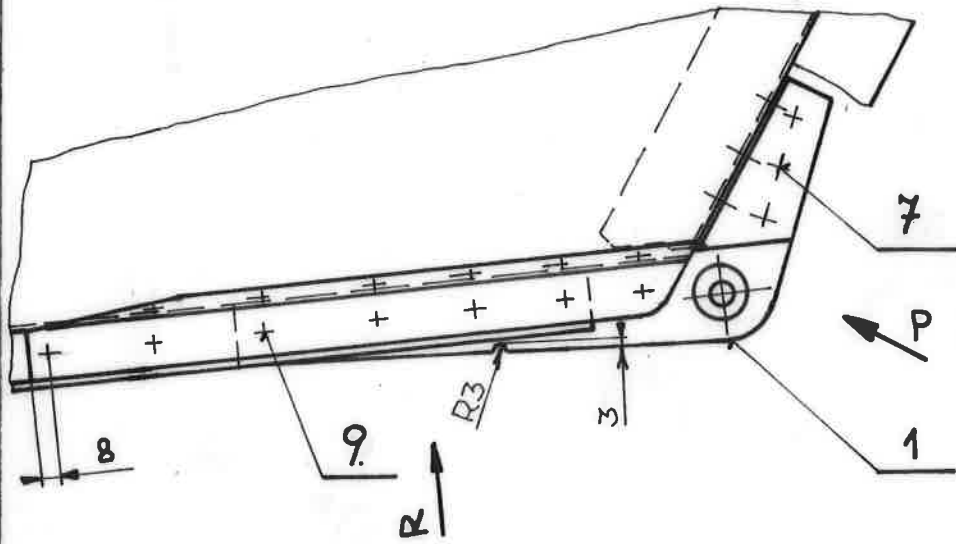
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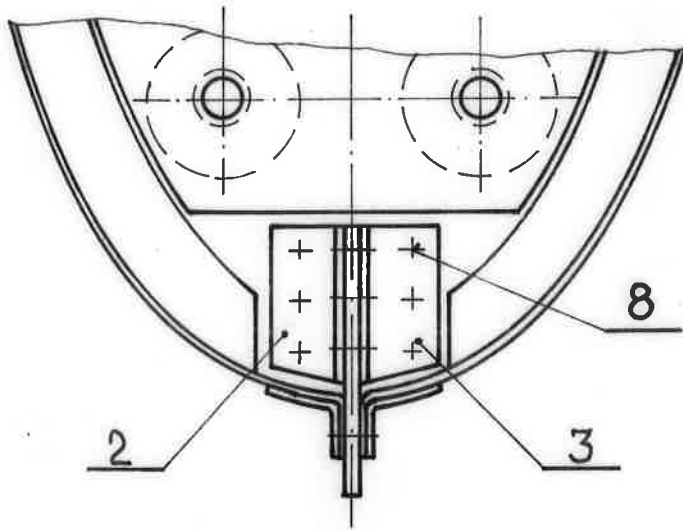
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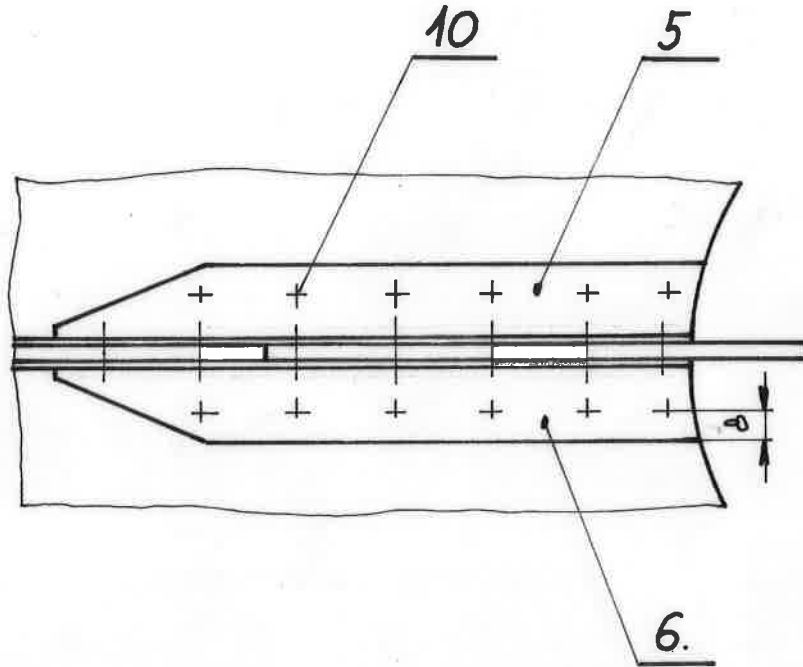
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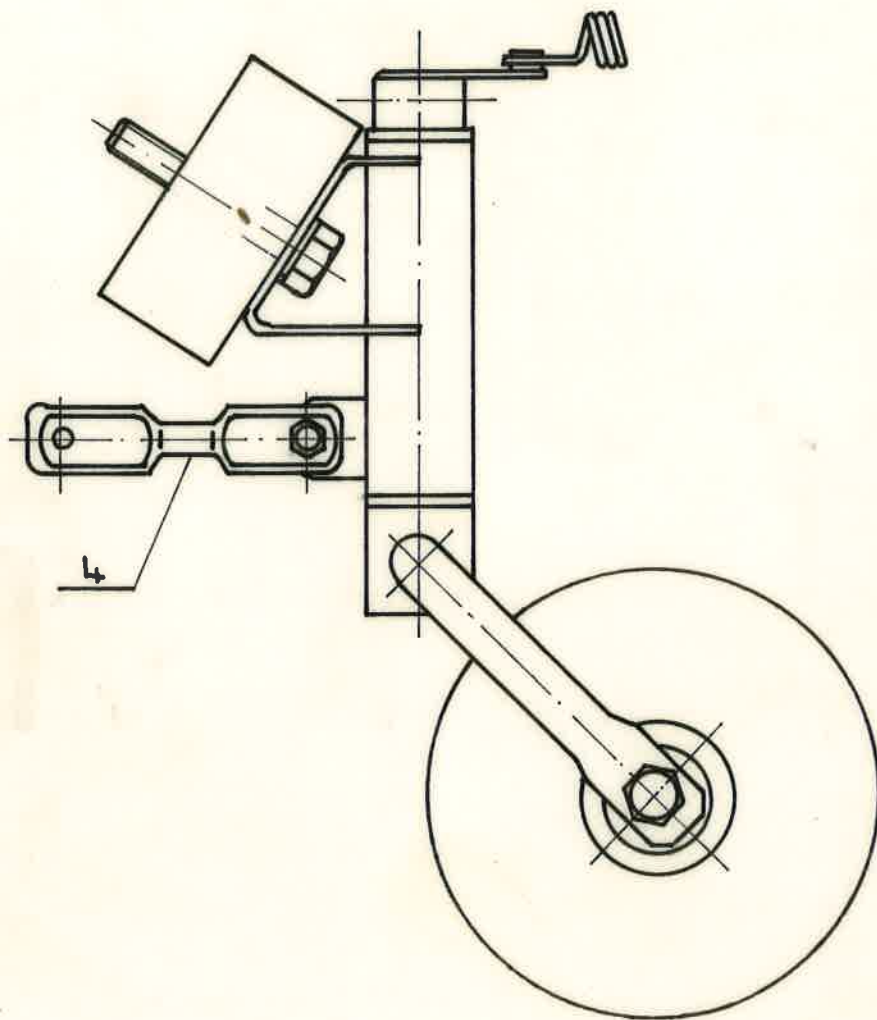
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