

SERVICE BULLETIN no. L13/006

Sheet 1 of 2

Subject: L13 Blanik Technical Manual  
L13 Blanik Pilot Notes

Reason: Ammendments to the technical literature  
based on discovered defects.

Description: Ammend the additional text into  
the L13 Blanik Technical Manual  
and Pilot Notes.

Effectivity: All L13 Blanik sailplanes starting  
from 1st series a/c.

Kosek

Manufacturer's  
representative

Ing. Boron

Customer's  
representative

Accomplishment instructions

1. L13 Blanik Technical Manual, Part II-Operating instructions, Chapter I - Aircraft Maintenance.

Add the following text to sect."1.Daily inspection":

Para "c. Tail surfaces" last sentence "Tilt the rear fuselage section and check for proper securing of the control surface hinge pins and connecting pin of the tilting horizontal tail surfaces":

" Check the bushing for securing the horizontal tail surfaces connecting pin on fuselage frame No.15 for integrity and no rotation together with securing pin. The sailplane may not be operated in case of this defect until the bushing has been replaced /Dwg.No. L13.102-25.01/.

Check the clearance of spherical joints in the stabilizer hinges on fuselage. If hard shocks are found out in its operation it is necessary to replace these joints. Replacement may be effected by an experienced expert only.

Check for proper state of the riveted joint between the fin and fuselage.

Released rivets are not admissible and must be replaced. Such sailplane may not be allowed to fly"

Para "d/Control system" add the following text behind the last sentence "Make sure that no part is distorted":

" The brake flap must be handled carefully in flight and on the ground so as to prevent any shocks. Rough handling or operating of the brake flaps may result in failure of the connecting rod eye due to torsion rod springing".

2. L13 Blanik Pilot Notes

In section "2.Preparation for take-off", para "b.Vital procedure before the flight" add after the sentence "Flaps /check for free operation of brake flaps" the following text:

" The brake flap must be handled carefully in flight and on the ground so as to prevent any shocks. Rough handling or operating of the brake flaps may result in failure of the connecting rod eye due to torsion rod springing".

Warning: Inspections specified under item 1 must be accomplished immediately after this bulletin has been received.

Note: L13 sailplane to P/N 170 712 have the Pilot Notes included within the Technical Manual.