



Aeronautical Works, Kunovice, Czech Republic



Holding Company, Prague, Czech Republic

MANDATORY BULLETIN No. L 23/022a

Sheet: 1
Of: 1
Enclosures: 6

Effectivity: Maintenance Manual for the L23 Super Blaník
(Doc. - No. Do-L23.1031.3)

Reason: Possibility of using wing tip extensions for the L23
Super Blaník sailplane serial No. 938101 and subsequent.

Description: Beginning from the serial No. 938101 removable wing tip
extensions may be used as an option.

- 1) The wing tip extensions must be of approved design
manufactured at the LET Aeronautical Works.
- 2) Insert to the Maintenance Manual enclosed new pages
of chapter 5 - List of eff. pages, 5 - Record of
revisions, 5-10-00 pages 2,3,4,5,6,7,8.

To be accomplished not later than: Immediately after receiving this Bulletin

To be accomplished by: Holder of Maintenance Manual

Cost covered by: No cost arise

Material availability: Revised pages are enclosed

Validity: Since the date of receiving

Manhours:

Jiří Šedík Čecháček

Manufacturer

January 26, 1994

P. B.

Inspectorate
Civil Aviation Inspection

1022a

MAINTENANCE MANUAL

CHAPTER 5

TIME LIMITS/MAINTENANCE CHECKS

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RECORD OF REVISIONS

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TIME LIMITS
.....1. General

The regular maintenance of the sailplane consists of routine and periodic maintenance depending on the number of flight hours.

2. Routine Maintenance

This maintenance should be performed at the end of every flight day.

3. Periodic Maintenance

The periodic maintenance is divided into inspections 1,2, 3, and 4.

Inspection 1 - after every 100 ± 10 hours, or after 500 ± 40 take-offs, or once a year from the initial start, or from the most recent inspection.

Inspection 2 - after every 500 ± 30 hours of operation, or after 3000 ± 180 take-offs, but after 5 years since the initial start, or since the most recent inspection 2,3, or 4 at the latest.

Inspection 3 - after every 1000 ± 50 flight hours, or after 5000 ± 250 take-offs, but 10 years since the initial start, or since the most recent inspection 3, 4 at the latest.

Inspection 4 - after every 2000 ± 100 flight hours, or

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after 10000 \pm 500 take-offs, but 15 years since the initial start, or since the most recent inspection 4 at the latest.

- After a crash of the sailplane.

4. Airframe Overhaul

The airframe overhaul is not to be performed.

5. Sailplane Service Life

The initial sailplane service life is specified to 6000 flight hours and 30000 landings under the following operating conditions:

- Max. 4.83 take-offs per 1 flight hour;
- The winch launching - aerotow take-off ratio is 5:1;
- Crew: 35% double, 65% single;
- Elementary training-to-advanced training and to performance soaring ratio is 40% : 60%, whereby the acrobatics share is 2 % of the total operation.

If the percentage of acrobatic manoeuvres is exceeded, contact the manufacturer.

TIME LIMITS

Sailplane life L_B versus operation time with wing tip extensions is shown on Fig. 1.

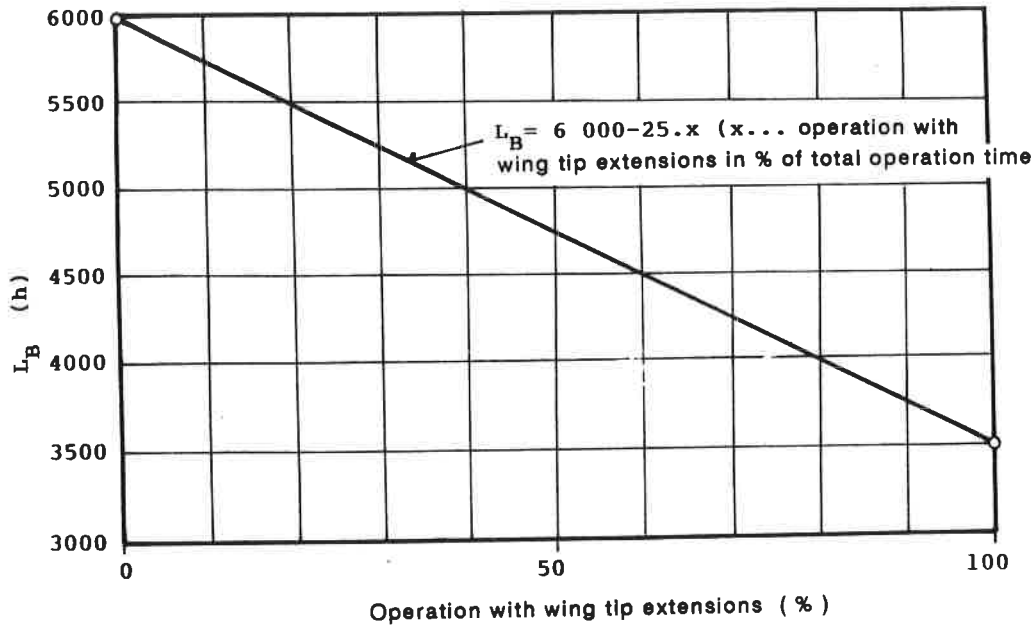


FIG. 1 LIFE VERSUS OPERATION TIME WITH WING TIP EXTENSIONS

6. List of Times to Testing and Inspection in Laboratory and Test Facilities TBO and Service Lives of Vendor Products

This summary may be used by the user to check the prescribed TBOS as well as service lives of the vendor products. Unless a product has a certificate, or unless the TBO, or Service life are specified in the certificate, the information quoted in the following table shall be effective.

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Item No.	Name	Code	Overhaul	Service life
1	2	3	4	5
A	<u>COCKPIT INSTRUMENTS</u>			
(1)	Airspeed indicator	LUN 1106.02-8	-	On condition
(2)	Rate-of-climb indicator 5m/s	LUN 1141.01	-	On condition
(3)	Rate-of-climb indicator 30 m/s	LUN 1147.12-8	-	On condition
(4)	Turn and bank indicator	LUN 1211.1	-	On condition
(5)	Altimeter	LUN 1124.03-8	-	On condition
(6)	Liquid-type compass	LUN 1221.1-8	-	On condition
(7)	Accelerometer (is valid for sailplanes delivered to Canada and upon the customer's request)	AM-10	-	On condition
B	<u>LANDING GEAR</u>			
(1)	Wheel with brake	HP 4741-Z	-	On condition
(2)	Tyre with tube	350x135	-	On condition
(3)	Landing-gear shock absorber a) Landing gear damper packing	L 13.501-17	-	On condition 2000 \pm 100 hours or 10000 \pm 500 take-offs/ /15 years
(4)	Tail-skid wheel	A 751 201 N	-	On condition

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1	2	3	4	5
C	<u>ELECTRICAL SYSTEM</u>			
/1/	Airborne battery /optional/	NKDU 10 or NKDU 10R	-	On condition
/2/	Switch	VG-15K-2S	-	On condition
D	<u>COMMUNICATION EQUIPMENT</u>			
/1/	Radio station /optional/	LS-5	-	On condition
E	<u>HOSE</u>			
/1/	Hose, total and static pressure system	5/9 CSN 022427.07	-	4000 hr /6 years/
F	<u>TOWING GEAR</u>			
/1/	Bottom tow release /effective for gliders at which is installed/	EUROPA G 88	2000 take-offs /4 years/	will be determined by manufacturer
/2/	Front tow release /effective for gliders at which is installed/	EUROPA E 85	2000 take-offs /4 years/	will be determined by manufacturer
/3/	Tow release cables	2 CSN 024311.25	-	2 000 + 100 hours or 10 000 + 500 take-offs/15 years
G	<u>FLIGHT CONTROLS</u>			
/1/	Rudder control cables	A 740 254 N A 740 255 N	-	2 000 + 100 hours or 10 000 + 500 take-offs/15 years

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NOTE: For the general overhaul, the EUROPA G 88 bottom
tow release and EUROPA E 85 front tow release
/if installed on glider/ must be sent to the
manufacturer TOST GmbH Flugzeuggerätebau,
Thalkirchnerstr. 62, 8000 München 2, West Germany.

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