MANDATORY BULLETIN No. L 13/048

Sheet No.: 1
No. of Sheets: 6

Subject: The L 13 sailplanes S/N 026501 through 026560, 026601 through 026660, 026701-026752, 026755-026760, 026801-026848, 026850, 026852-026860, 026901-026925, 026928-026929, 026932-026941, 026943, 026945-026960, 027001-027005, 027007, 027009.

Reason: Laps due to material flow during forming of the semi-product (forged piece) have teen found out on some spacers (Dwg. No. L 13.201-22.01) riveted on ribs No.1 at wing main spars.

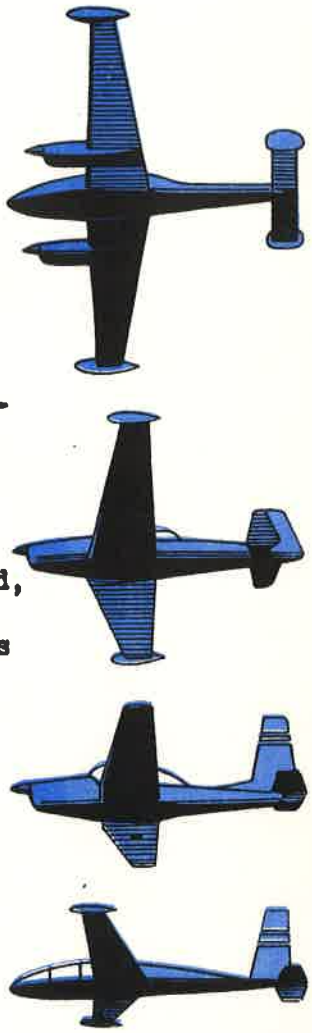
Measures: Spacer marked with Standard No. 424206.71 to be inspected, eventually modified as instructed in Para. A.
Should the laps be thicker than stated in Para.A, spacers to be replaced according to the text of Para. B.

To be carried out: By the overhaul facility at next overhaul.

Costs will be covered by the Operator.

Material will be supplied by the FTC Omnipol, Washingtonova 11, Praha I on customer's ordered.

The bulletin is valid when received by the Operator.



Čáslavský
Manufacturer's Representative

Ing. Lukas
Customer's Representative

March 30, 1978

Ing. Olšan
State Aviation Inspection

Houdek
Ministry of Foreign Trade

A. Accomplishment Instructions

At spacer inspection and modification proceed as follows:

1. Remove wings from the fuselage.
2. Put wing on trestles and support it so that it does not move.
3. Remove anodic coating using the chemical solution as per item I and inspect spacers using magnifying glass. Probable occurence of laps is indicated by signs ⋀ (see Fig. 1).
4. Should any laps be found remove them by means of a suitable tool (preferably a taper cutter fitted in an electrical hand drill). Max. amount of material to be removed is shown on Fig. 1.
5. Clean the worked surfaces and transition radii by means of fine emery paper.
6. Coat the cleaned surfaces with the above chemical solution and check for laps. After 5 minutes wash off with water. After drying degrease the surface of the spacer and cover with two coats of the 52003 paint, or some other suitable primer for light metals.
7. Reinstall the wings.

I. Chemical composition of the solution:

H_3PO_3 (D = 1.52)	35 ml
CrO_3	20 g
H_2O	1 liter

II. Key to Fig. 1:

Probable occurence of laps:

"a" - from side face, lap may be removed to the bottom of spacer;

"b" - gentle run-out to be made after removal of laps.

B. For spacer replacement proceed as follows:

1. Deflect the wing flap to its limit position. Remove two guide rollers of the wing flap from rib No. 1. having removed cotter pins and slotted nuts.
2. Disconnect the aileron control rod from the lever inserted in the bracket on rib No. 1.
3. Unscrew two lower and upper bolts joining rib No. 1 with the main hinge. (See Fig. 2, pos. 11).
4. Drill out 9 rivets dia. 3.5 from the main spar spacer (see Fig. 2, pos. 12, 14) and 16 rivets dia. 3 fastening rib No. 1 to the auxiliary spar (Fig. 2, pos. 13). On the periphery of rib No. 1 drill out all the rivets dia. 2.6 joining the rib to the skin. Remove rib No. 1.
5. According to Fig. 2 drill out carefully 4 rivets dia. 4 (pos. 3) and 10 rivets dia. 3 (pos. 2). Remove the spacer.
6. Instal a new spacer (pos. 1) on rib No. 1 and rivet on with 10 rivets (pos.2). According to the holes in rib No. 1 redrill 4 holes in the spacer to the diameter of 4.1 and rivet on using 4 rivets (pos. 3).
   Height of closing heads of rivets (pos. 3) to be 1.2 mm max.

7. Reinstall rib No. 1 in the wing. According to Fig. 2 rivet the rib to the main spar spacer using 7 rivets (pos. 12) and 2 rivets (pos. 14) and to the auxiliary spar using 16 rivets (pos. 13).

8. On the periphery of the rib use flush rivets. Rivet dimensions (diameter x length) and location are shown on Fig. 3.

   Note:

   When drilling off the rivets care must be taken not to damage the rivet holes, so that rivets of original dimensions may be used. Should a hole be damaged it must be redrilled for a rivet larger by one grade.

9. According to 4 holes in the rib edge (opposite the bolts pos. 11) mark and make holes dia. 6.1 in the wing skin.

10. Through holes dia. 6.1 in the skin and holes dia. 6H8 in main spar hinges redrill holes in the spacer (pos. 1) to dia. 5.8 and ream to dia. 6H8.

11. Screw in original bolts (pos. 11).

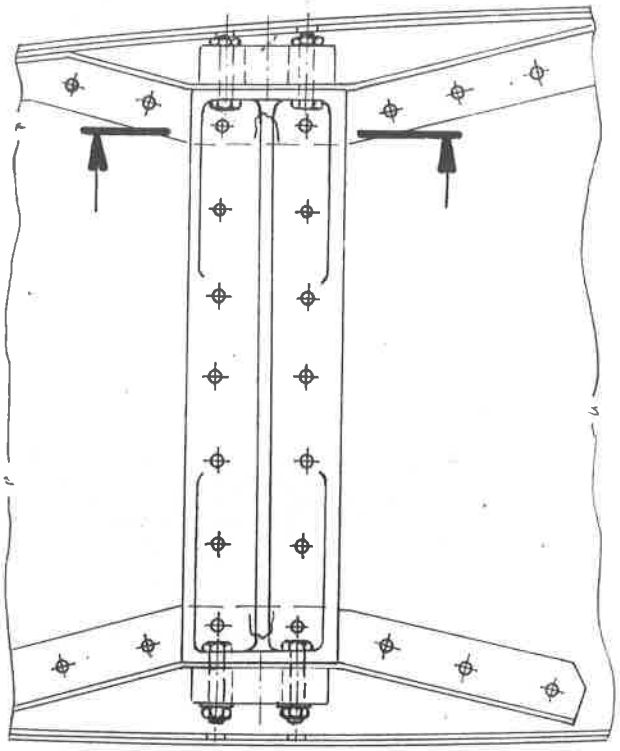
12. Connect and secure the aileron control rod.

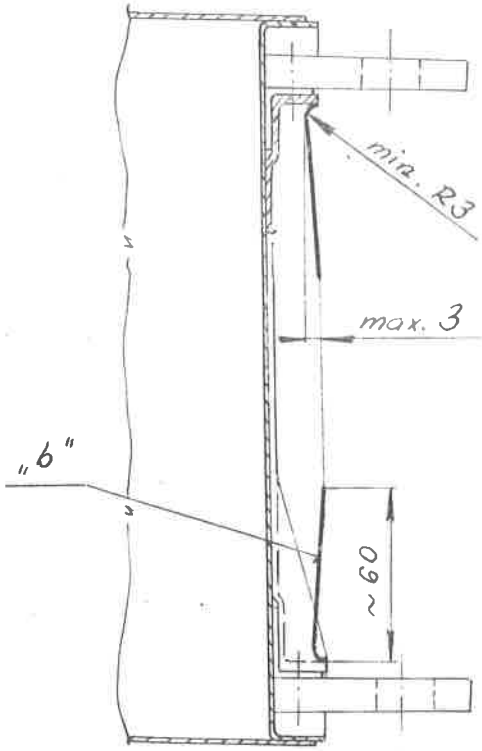
13. Reinstall wing-flap rollers, lock in position, and reinstall the wing.

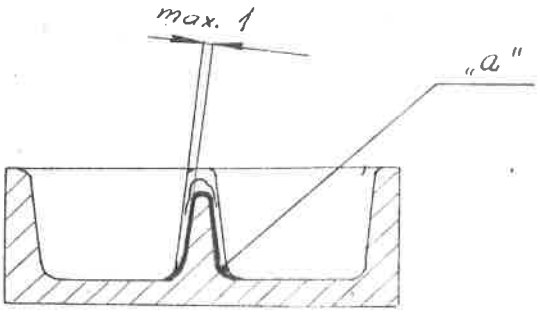
Material Information

Pos.	Description	Qty.	Dwg./Standard No.
1	Spacer	2	L 13.201-22.01
2	Rivet	20	3x9 ČSN 022302.5
3	Rivet	8	4x11 ČSN 022302.5
12	Rivet	14	3.5x7 ČSN 022302.5
13	Rivet	32	3x7 ČSN 022302.5
14	Rivet	4	3.5x8 ČSN 022302.5
-	Rivet	4	2x3.5 ČSN 022320.5
-	Rivet	40	2.6x5 ČSN 022320.5
-	Rivet	160	2.6x6 ČSN 022320.5
-	Rivet	24	2.6x7 ČSN 022320.5
-	Rivet	4	2.6x8 ČSN 022320.5
-	Rivet	4	2.6x12 ČSN 022320.5
-	Cotter pin	4	1x10 ČSN 021781.09 K
-	Cotter pin	2	1.6x15 ČSN 021781.09 K

1.







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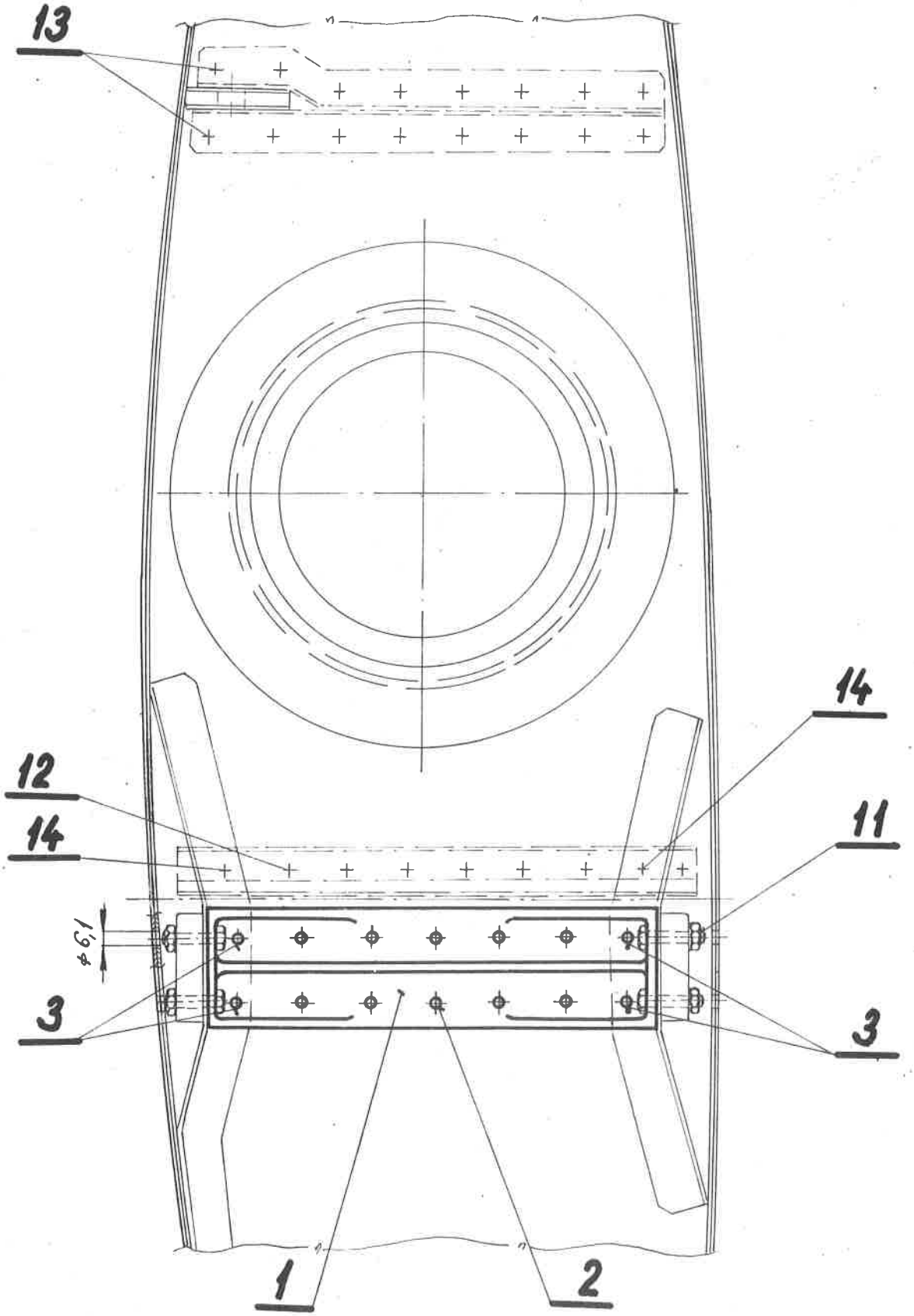
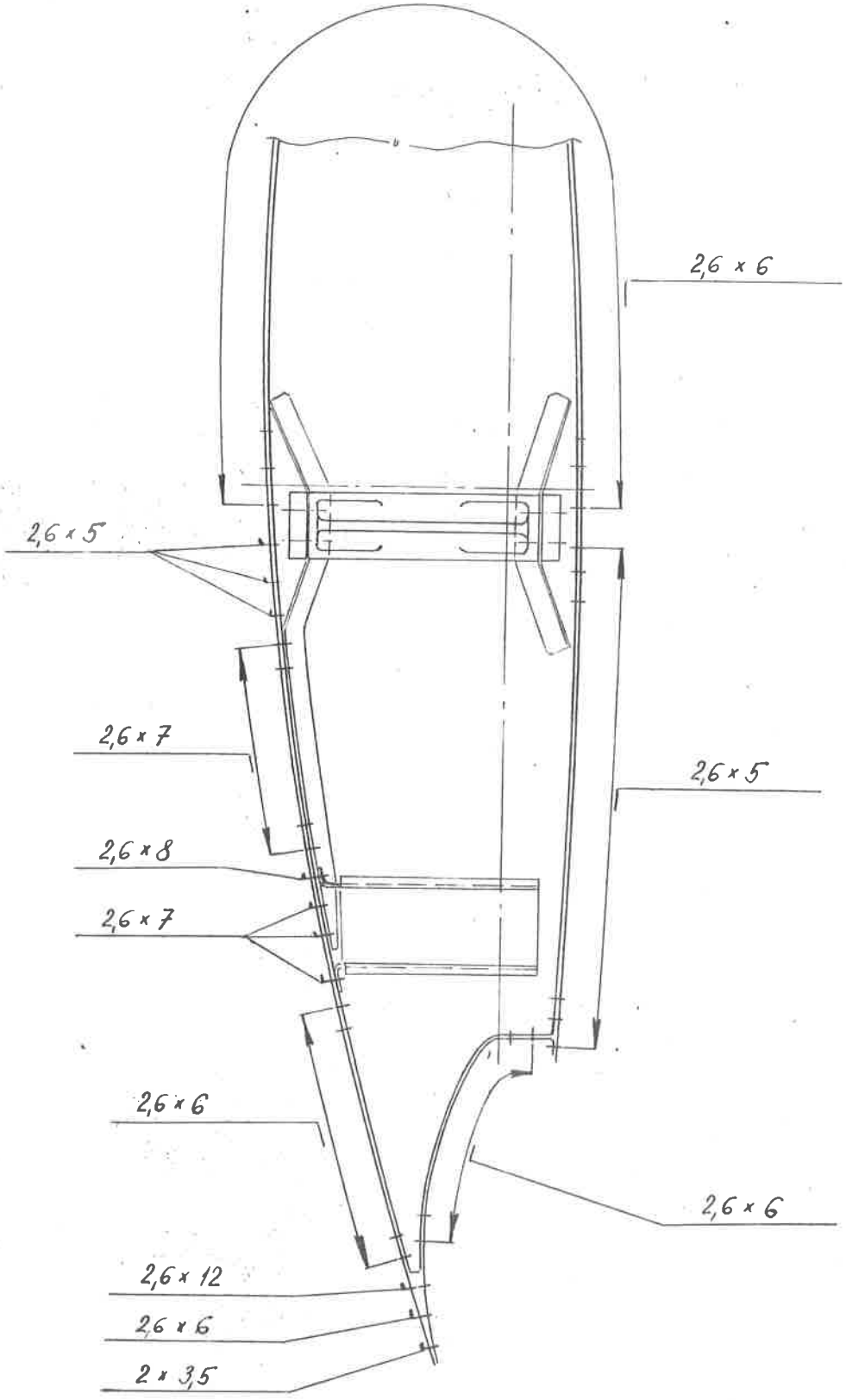
2.



l. 13/048	Vypracoval	Kontroloval	Schválil	List: 5 Listů: 6

3.



L 13/048	Vypracoval	Kontroloval	Schválil	List: 6 Listů: 6