



MANDATORY BULLETIN

MB No.: L23 / 050a REVISION No. 2

Concerning:

All L23 Super-Blanik sailplane.

Reason:

Check of the control bridge at the place of gripping of control levers in the front and rear cockpit to exclude presence of eventual cracks.

Revision No. 2 Minor corrections in a text.

To be carried out not later than:

At the nearest periodic maintenance,

at latest till three months after receipt of bulletin.

To be carried out by:

Operator or authorized service center

Costs covered by:

Operator

Necessary material to be supplied by: Producer AIRCRAFT INDUSTRIES a.s.

686 04 Kunovice the Czech Republic

Bulletin becomes effective:

On the day of approval

Sheets:

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Bulletin L23/050a REVISION No.2 supplements previous bulletin L23/050a REVISION No.1.

Pešák Miroslav Chief Designer

Technical content of this document has been approved based on the Design Organisation Approval No. EASA.21J.119 12. 9. 2007

A. WORK PROCEDURE

- 1. Dismantle the covers of both front and rear lever ...
- 2. Inspect visually by means of 6x zoom magnifier the bedding of front and rear control lever on the control bridge Dwg. No. A740 370N (or old design A741 210N if installed) at the places around welds and bends (according to pic.1 on both sides of the bridge) for presence of cracks.

Lighten up inspected the places properly. For visually inspection deflect gradually the control lever to the right side endstop (minimum aileron deflection) and still press on the control lever handle to the right with moderate pressure 40 ± 10 N up to the endstop - inspect the relevant part of the bridge, at which springing it causes sharpening of eventual cracks. By the same method carry out inspection at left deflection of control lever. Crack incidence is not allowed. Carry out checks at designated places of the control bridge at control levers in front and rear cockpit.

3. Inspection is to be carried out:

At the nearest Periodic maintenance in accordance with Maintenance Manual , at latest till three months after receipt of Bulletin . Next inspections of the Control bridge for presence of cracks are to be carried out regularly at Periodic maintenance based on their prolongation according to the Documentation bulletin No. L23/020d .

- 4. In a case that bedding is in good order carry out record into the Sailplane logbook according to the point H and continue in operation according to the relevant operation conditions for specified sailplane.
- 5. In a case that some cracks in a bedding have been found, it is necessary to carry out replacement of defected bedding Dwg.No. A740 371N in control bridge assembly Dwg. No. A740 370 N before continuing sailplane operation.
 Carry out replacement according to the Maintenance Manual L23 SUPER-BLANIK.
 Before replacement remove 2 pcs of bearings from the original Bearing A740371N according to the procedure in Apendix No.1. of the bulletin and install them into the new bedding, provided they are in a good condition.

Inform immediately manufacturer about found defect in bridge assembly Dwg. No. A740 370 N at the same time with handover of sailplane operation data with a view to aerial acrobatics rate.

6. Reinstall the covers of control levers on the glider after performing the inspection

B. MATERIAL REQUIRED FOR MODIFICATION OF ONE GLIDER

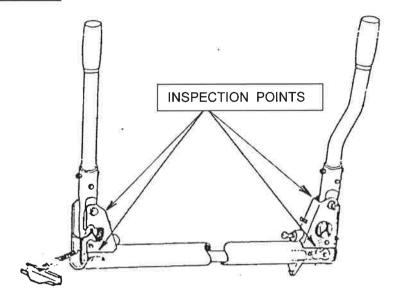
1 pc - Beding Dwg.No. A740 371N - according to the result of inspection

2 pcs - Bearing 608 CSN 024630 - according to the result of inspection

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C. ILUSTRATED PART

Pic.No. 1



D. DOCUMENTATION REQUIRED

Maintenance Manual L23 SUPER-BLANIK

E. TOOLS REQUIRED

Magnifier 6x magnifying

F. SPARE PARTS IN OPERATION

Not affected.

G. GLIDER MASS

Not affected.

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H. RECORD IN AIRFRAME LOGBOOK AFTER BULLETIN IMPLEMENTATION

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Inspection of control levers bedding on control bridge Dwg.No. A740 370N (or old design A741 210N - if installed) for cracks occurrence has been carried out a

Found condition :

excellent - glider releases in operation.

damaged - necessary replacement of defected Bedding

Dwg.No. A740 371N

(or old design type A741 215N – if installed) from the Control bridge assembly and in all cases assembly of new Bedding Dwg.No. A740 371N from

the Control bridge Dwg No. A740 370N .

Date:

Carried out by : (legible signature of authorized worker)

Elaborated by 1

F. Kolek

Approved by:

Ing. P. Malůš

Contact address:

AIRCRAFT INDUSTRIES A.S.

686 04 Kunovice the Czech Republic

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Replacement of Bearings 608 CSN 024630 at Control bridge Dwg. No. A740 370N in a Bedding Dwg.No. A740 371N .

A. <u>Fixture</u>, <u>Test and Support</u> tightening and compacting jig

Equipment

metal drift and assembly bolt (ø 19,8 -0,5 mm)

B. Materials brush

technical petrol

grease (Aeroshell Grease 22, Ciatim 201)

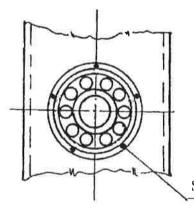
C. Tools basic tool kit

D. Referenced Information

E. Procedures

/1/ Clean Bearings 608 CSN 024630 at Control bridge Dwg. No. A740 370N on a Bedding Dwg.No. A740 371N and remove them by means of tightening jig. If you do not have suitable tightening jig at disposal, you can remove bearings by delicate hammering by means of hammer and metal spine ø 19,8 -0,5 mm with smooth and vertical head.

- /2/ Check condition of removed bearings (presence of corrosion, movement play, completeness of the number of balls, retainer condition). In satisfactory cases use them for assembly into the new Bedding A740 371N. In a case bearings are not satisfactory, use new ones.
- /3/ Clean Bearings 608 ČSN 024630 and openings for Bedding A740 371N before the assembly.
- /4/ Grease new bearings by grease and install (force on) them into the openings in a bedding. Secure installed bearings with five centre punches, knocked out in a hub along circumference in regular spacing.



Secure bearing with 5 centre punches

Page:

Note:

If you do not have suitable compacting jig at disposal, you can install bearings by delicate hammering through the metal spine with smooth and vertical head on outer ring of the bearing. Observe all the time during hammering and eventually balance perpendicularity of installed bearing.

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