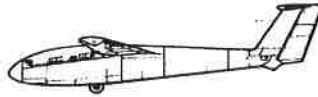




Aircraft Industries



MANDATORY BULLETIN

MB No.: L23/051a

Concerns: All L23 Super-Blanik sailplanes.

Subject: Checks for cracks at ribs and stringers in areas of wing skin joints at ribs No. 7 and 13 of the wing.

Reason: Repeated occurrence of cracks in areas of wing skin joints of the L13 Blanik sailplanes. The L23 Super-Blanik sailplanes up to the 84th series including have the same construction of mentioned wing skin joints.

To be accomplished by: According to the bulletin text.

To be performed by: ICAO Annex 1 AML Holder with L23 Type Qualification.

Costs to be covered by: Operator.

Necessary material to be delivered by: Aircraft Industries, a.s., Kunovice, Czech Republic, against order.

Bulletin becomes effective: On the date of its issue.

Total No. of pages: 4

A handwritten signature in blue ink, appearing to read 'Pešák', is written over a dotted horizontal line.

Miroslav Pešák
Chief Designer

The technical content of this document is approved under the authority of DOA Nr. EASA.21J.119.

July 14, 2011

A. WORK PROCEDURE

1. Check the ribs and stringers edges for cracks in areas of wing skin joints (ribs No. 7 and 13) from inner side of the wing. Perform the check on dismantled wings, placed in a stand, with the leading edge downward. The wing may be supported by stand surfaces in the ribs areas only and distributed load on the wing surface must be provided.

Check the ribs and stringers (at both sides of a rib) edges for cracks in the leading part of the wing, in sections No. 7 and 13. Pay special attention also to stringers throughout areas and rivet joints quality during the ribs and stringers edges check. Some cracks of stringers may be appeared during sailplane operation with loose wing skins rivet joints. Lighten critical places inside the wing properly and check visually by means of suitable mirror or by an endoscope. The sections No. 7 and 13 are accessible through lids on the wing skin. The section No. 13 can be best checked through the mounting hole after the down air brake is dismantled.

In case of detection of a stringer or rib failure, perform repair according to IB L13/107b. Devolve on manufacturer information about damage extent and the sailplane basic data (Registration Number, Serial Number, total number of flight hours and take offs).

CAUTION

IF THE SAILPLANE HAS REACHED OF 3,000 FLIGHT HOURS OR 15,000 TAKE OFFS AND MORE, ALWAYS PERFORM THE CHECK OF RIBS AND STRINGERS EDGES IN SECTIONS No. 7 and 13 BY MEANS OF AN ENDOSCOPE.

Perform the check:

- At the nearest B-type inspection and then at every B-type inspection and higher, in compliance with the approved Maintenance Manual, if the flight hours total number of the sailplane is lower than 2,000. Perform the check by means of available visual aids.
- At the nearest B-type inspection and then at every B-type inspection and higher if the flight hours total number of the sailplane is within range of 3,000 up to 4,000. Perform the check by means of an endoscope.
- At the nearest A-type inspection and then at every B-type inspection and higher if the flight hours total number of the sailplane is above 4,000. Perform the check by means of an endoscope.

NOTE

The check by means of an endoscope at the nearest A-type inspection may not be performed if the flight hours total number of the sailplane is above 4,000, and the check of the ribs and stringers edges in sections No. 7 and 13 was demonstrably carried out by means of an endoscope at B-type inspection in 2007 to 2010 years.

Check all over area of stringer joint on sailplanes on which the repair of stringer/s has been carried out.

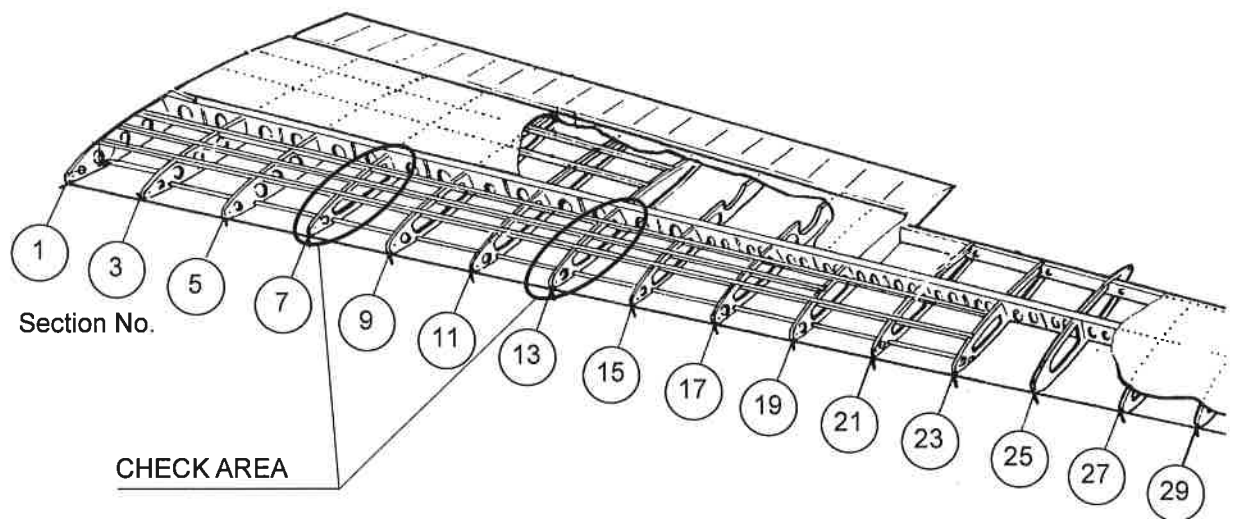
Reinforcement of the mentioned wing skins joints has been carried out during manufacturing on all sailplanes from 85th series (including) onwards. In this case the 2nd point, mentioned below, is not valid and the check by means of an endoscope may be performed at 6,000 flight hours or 30,000 take offs, or less in dependence on operating time with wing tip extensions – see Maintenance Manual, Chapter 5, Section 5, Sailplane Service Life.

2. If the service life extension of a sailplane will be required above its original values (mentioned in Maintenance Manual, Chapter 5, Section 5, Sailplane Service Life), reinforcement of the wing skins joint in section No. 13 must be carried out as one of conditions for the service life extension. In this case carry out reinforcement of the wing skins joint in section No. 13 according to IB L13/107b at the sailplanes up to 82nd series (including). Check if reinforcement of the wing skins joint in section No. 13 has been carried out (approx. 60 mm wide strip stiffener is riveted in the leading part of the wing (inner side of the wing) by 4 rows of rivets) at sailplanes of the 83rd and the 84th series.
3. Carry out revision of operational documentation according to the L23/022d documentation bulletin.

B. MATERIAL REQUIRED

Not required.

C. ILLUSTRATED PART



D. DOCUMENTATION REQUIRED

Maintenance Manual L23 Super-Blanik, Doc No. Do-L23-1031.3.

E. TOOLS REQUIRED

Aids for visual check of hardly accessible places.

F. SPARE PARTS IN OPERATION

Not affected.

G. GLIDER MASS

Not affected.

H. RECORD IN AIRFRAME LOGBOOK AFTER BULLETIN IMPLEMENTATION

Check of the ribs and stringers edges for cracks in the wing leading part in sections No. 7 and 13 has been accomplished in compliance with the MB L23/051a.

Found status:

- No cracks found out - sailplane released into operation.
- Cracks found out - necessary realization of the IB L13/107b.

Date:

Carried out by:
(legible signature of authorized worker)