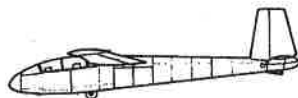




Aircraft Industries, a.s.



MANDATORY BULLETIN

MB No.: L13/071 REVISION No. 1

RELATES TO : all the L13 Blaník soaring gliders

Reason : Procedure assessment for prolongation of period till the L 13 Blaník soaring glider overhaul operated according to the " L 13/4 soaring glider Maintenance manual " - Issue August 1978".

Revision No. 1

To be accomplished by :

To be performed by : Operator

Cost 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 approval DOA Nr. EASA.21J.119.

No. of pages: 6

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Manufacturer

Technical content of this document has been approved by ÚCL ČR on: 26.06.1995

Mandatory plan for prolongation

Interval till overhaul can be prolonged in the following way:

a) The operator in CZ

- applies the manufacturer for the prolongation of the interval with enclosed data about the soaring glider operation in accordance with the L13/059 Bulletin about aircraft operation
- acceptance of the manufacturer price offer
- the inspection group with participation of the manufacturer and the operator
- the inspection group will pass judgement on soaring glider operation and condition data based on the "Inspection group activity program", issue "Final inspection protocol" about inspection and confirms overhaul prolongation or urgency.

b) The operator abroad

- applies the supervisory authority for the prolongation of the interval
- acceptance of the manufacturer price offer
- the inspection group consisting of supervisory authority, specialist dedicated by the supervisory authority and the operator
- the inspection group will issue "Final inspection protocol" based on commissionial judgement of the glider condition with committee recommendation
- operator will send "Final inspection protocol" with committee recommendation and data according to the L13/059 Bulletin with the request for judgement and prolongation to the manufacturer
- after evaluation of data about operation, calculation and judgement of glider condition according to the "Final inspection protocol" manufacturer will send to operator Certificate of prolongation.

Note:

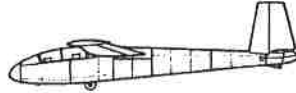
If supervisory authority abroad refuses taking part at prolongation procedure, art. a) is applied.

Prolongation of the interval does not acquit operator duty to carry out the nearest revision B on the aircraft instead of overhaul.

L13/071	Vypracoval: Vyoral	Kontroloval:	Schválil:	List: 2 Listů: 2
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Aircraft Industries, a.s.



Inspection check program during the soaring glider
L-13 „BLANÍK“ inspection for the purpose of
prolongation of period till overhaul in compliance with
MB L13/071 Mandatory bulletin

Approved by:

Ing. Pešák Miroslav

Chief designer

In Kunovice, 15. 11. 2006

1. INTRODUCTION

This program states summary of activities of inspection commission during the soaring glider L-13 „Blank“ inspection for the purpose of prolongation of period till overhaul in compliance with Mandatory bulletin L13/071. The aim of this inspection are findings regarding momentary technical condition of the glider and judgement of possible prolongation of glider operation till overhaul.

The inspection is carried out by the inspection commission based on points elaborated in this program. The basic condition for possible prolongation of period till overhaul is soaring glider satisfactory technical condition and ensuring of fulfilment of all the measures defined by the inspection commission based on the soaring glider inspection.

Based on positive inspection result period till overhaul can be prolonged :

- maximally till 1500 flight hours since the last overhaul
- maximally 7500 take-offs since the last overhaul
- it is possible to prolong years of operation gradually till reaching of 1500 flight hours or 7500 take-offs

Note:

The maximal prolongation in 1 step is 500+50 flight hours and 2500 + 250 take-offs, since the actual flight at the time of the inspection and for the time of 5 years since the date of inspection.

The inspection is carried out by the inspection commission with the support of technical personnel of the operator, on the CZ territory with participation of aircraft manufacturer AIRCRAFT INDUSTRIES, a.s., and abroad with participation of the specialist nominated by the local supervisory authority.

The inspection scope is elaborated in this program, approved by the Chief Designer of AIRCRAFT INDUSTRIES, a.s. The inspection is focused mainly on disclosure of airframe defects, cracks, corrosion, free play, defect rivets, which could negatively influence soaring glider airworthiness in further operation. Further it concerns also finding of available history of soaring glider operation and contingent emergency situations and performance of all the issued additional instructions for airworthiness control, i.e. Maintenance bulletins and instructions for airworthiness observance (AD) concerning given aircraft. The inspection and prolongation of the interval till overhaul relates only to the airframe and its systems. It does not relate to the instruments and parts of the soaring glider, which have specified certificates till overhaul.

Found facts are registered into the inspection report, based on which the inspection commission elaborates final report with stated decision of inspection commission about the prolongation if the interval till overhaul and with definition of necessary conditions for prolongation.

2. INSPECTION CHECK PROGRAM

1. Airframe documentation review

- number of flight hours
- number of take-offs
- inspection logbook records
- records of unusual events
- records showing that mandatory bulletins have been performed
- check of the glider Serial number - check the labels on the fuselage and wings

2. Glider overall appearance

- check of paint condition
- check of airframe condition (corrosion occurrence)
- check of airframe condition (local airframe deformations, cracks)
- check of cloth skin
- check of screw heads condition of all the covers, glasses, etc.

3. Wing

- check of the wing / centre-wing section connection condition (corrosion, free play)
- visual check of rivet joints condition on accessible parts of the airframe, especially at places where skin panels meet the wing spar at root, and at skin panels joints
- check of root rib (cracks, deformations)
- check of skin condition in the vicinity of access holes
- check of accessible wing interior area
- check of venting condition in front of the flaps
- check of the flaps - general condition, cracks in cuts for hinges on rib No. 7 and 13

4. Tail surfaces

- check of skin condition (corrosion, cracks)
- inspection of loosened rivets
- check of stabilizer spar condition in the root section at fuselage suspension
- check of fittings condition of stabilizer attachment on the fuselage
- check of fuselage skin cuts for the front and the rear horizontal tail plane suspension
- check of the clearance in stabilizer fittings and in connect node of the spar to the frame No.15
- check of the fitting of the fin attachment (corrosion, clearance)
- check of elevator and rudder condition
- check of upper rudder suspension
- check of the skin in trailing part of the stabilizer for cracks and buckling

5. Control of all trimming flaps

- check of bearings condition (clearance, corrosion, lubrication)
- check of cables condition, check of tension, movement fluency and effortlessness
- check of trimming flaps hinges
- check of rotation or seizure of bearings in tie rods
- check of clearance in steering free play

6. Control of elevator and ailerons

- check of control bridge (cracks)
- check of levers and brackets condition (corrosion)
- check of the condition of bearings and joints of pull-rods and levers (clearance, tilting, corrosion, lubrication)
- check of tension of cables condition

7. Foot control

- check of pedals condition (cracks at weld deposits, wear, adjustment, clearance, corrosion)
- check of clearance in steering adjustment
- check of lubrication and tension of cables,
- check of cables condition in bends on pulleys)

8. Wing flaps and brake flaps and their control

- check of wing flaps guides condition
- check of pull-rods and control levers condition (clearance)
- check of skin and riveted joints condition
- check of control bearings condition (tilting or their seizure)

9. Fuselage

- check of the rib in central section
- check of skin and riveted joints condition
- check of cockpit canopy suspensions condition and their locking
- check of floors condition
- check of centre-section longeron condition
- check of the space for landing gear condition
- check of towing equipment suspensions condition including but rib for cracks
- check of the front suspension beam on frame No.5 including frame No.5 condition
- check of fuselage inside condition behind the frame No.6 (corrosion, frame edges cracks)
- check of fuselage skin edges in the space for landing gear
- check of frames No. 13,14,15 condition
- check of rudder foot-bearing base

- check of tail skid condition and its attachment
10. Landing gear
- check of the landing gear attachment condition
 - check of the landing gear shock absorber condition and its attachment
 - check of the wheel and tire condition
 - check of the brake condition and its adjustment
11. Rubber parts
- check of all the accessible rubber parts and bridgings
12. Glazing
- check of the cockpit glazing
13. Soaring glider interior
- check of seats and belts condition and their attachment
 - check of upholstering condition
 - check of pilots interior equipment condition
 - check of tags condition
 - check of markings and descriptions condition

Further check visually following soaring glider critical places:

- a) Check accessible critical places of the wing flange plate (through the openings in the end rib and also from the outer side of the wing) till the distance about 500 mm from the suspension axis (pay special attention to the flange plate on the lower side of the wing at the place of the last row of rivets connection of the flange plate with the wing suspension from the suspension ending). Target first of all presence of cracks, defect rivets and corrosion.

Check lower flange plate of the centre-wing section through the openings in the web of the centre-wing. Target first of all presence of cracks, defect rivets and corrosion.

- b) Check by wing bending skin joints on a wing in sections 7, 13, 19, 25 for cracks, defect rivets and corrosion. Check rib edges in sections 7 and 13 and spars in a wing interior:
- c) Check undercarriage shock absorber and its attachment especially for cracks, defect rivets and corrosion

3. CONCLUSION

After finishing inspection check inspection commission will elaborate final report with found facts and defects and stated decision of inspection commission about possibility of prolongation of the time till overhaul and define necessary conditions which are to be done.

The final protocol, approved abroad by the local supervisory authority or containing supplement with authorization for performance of inspection check for the purpose of prolongation of the time till overhaul, is delivered to the operator, local supervisory authority and manufacturer (Aircraft Industries, a.s.) for further processing.