

# MANDATORY BULLETIN

No. L13/085a

Concerning: L13, L13A sailplanes

Reason: On the L 13 BLANIK sailplane S/N 027226, the tail-fuselage attachment fitting P/N A 102 021 N made of 424253.11 material has been damaged in service.  
The material of this component must be tested as instructed in this Bulletin.

To be accomplished not later than: December 31, 1999

To be accomplished by: The operator

Cost covered by: The operator

Material availability: ----

Validity: Upon the approval date.

Total number of sheets: 5

.....  
Ing. Pešák  
.....  
Manufacturer

Engineering data contained in this Bulletin is CAI Approved.

Date: November 17, 1999

## A. WORK PROCEDURE

1. Remove the oval cover located on the LH side of the fuselage, under the horizontal stabilizer.
2. Test the material of the attachment fitting P/N A 102 021 N as follows:
  - a) Conductivity measurement by means of eddy currents:
    - Recommended measurement frequency: 60 kHz
    - Probe diameter: not exceeding 15 mm
    - Measuring contact point: lower milled surface of the component, between the rivets (see Figs 1 and 2).

Permissible range of measured values:

% IACS	MS/m
28.5 - 35.0	15.0 - 20.0

Note: The surface protective coating of the component need not be removed.

- b) Hardness measurement by means of a portable digital hardness tester.  
Measuring method: depending on the type of the hardness tester used, i.e. dynamic, ultrasonic, and/or by means of a manual probe.  
Measuring point: lower milled surface of the component.  
Measured value: not lower than 100 HB.
  - c) Any other measuring method must be approved by the sailplane manufacturer before it can be used.
- 3.1 If the values measured during the check are within the permissible limits specified above, make a record in the sailplane logbook (see section H of this Bulletin). The sailplane operation can be continued without any limitations.
  - 3.2 If the values measured during the check are not within the permissible limits, the attachment fitting P/N A 102 021 N must be replaced before the sailplane operation can be continued.
4. If the attachment fitting P/N A 102 021 N is to be replaced, the operator shall place an order with the manufacturer, stating the sailplane Serial No., number of flight hours, registration mark, and number of its repairs and / or overhauls.
  5. The manufacturer will send to the operator the material required for replacement, together with a bulletin providing the work procedure.
  6. After the check, reinstall the inspection hole cover.

**B. MATERIAL REQUIRED FOR MODIFICATION OF ONE SAILPLANE**

None.

**C. ILLUSTRATIONS**

Figs 1 and 2.

**D. DOCUMENTATION REQUIRED**

None.

**E. TOOLS REQUIRED**

Material hardness testing equipment:

- Eddy current conductivity meter
- Hardness tester

**F. SPARE PARTS IN OPERATION**

The spare parts in stock, if any, must be tested as instructed in Section A, item 2 of this Bulletin.

**G. SAILPLANE MASS**

Not affected.

**H. RECORD IN LOGBOOK AFTER BULLETIN IMPLEMENTATION L13/085a**

Attachment fitting P/N A 102 021 N material hardness tested.

Measured values:

Sailplane cleared for operation.

Date:

Carried out by:  
(legible signature of  
authorized engineer)

**I. ACCOMPANYING DOCUMENTATION**

Not affected.

Contact Address: LET, a. s.  
Product Support Dept.  
686 04 Kunovice 1177  
Czech Republic  
tel 0632 / 55 44 96; fax 0632 / 56 41 13  
E-mail: ots@let.cz

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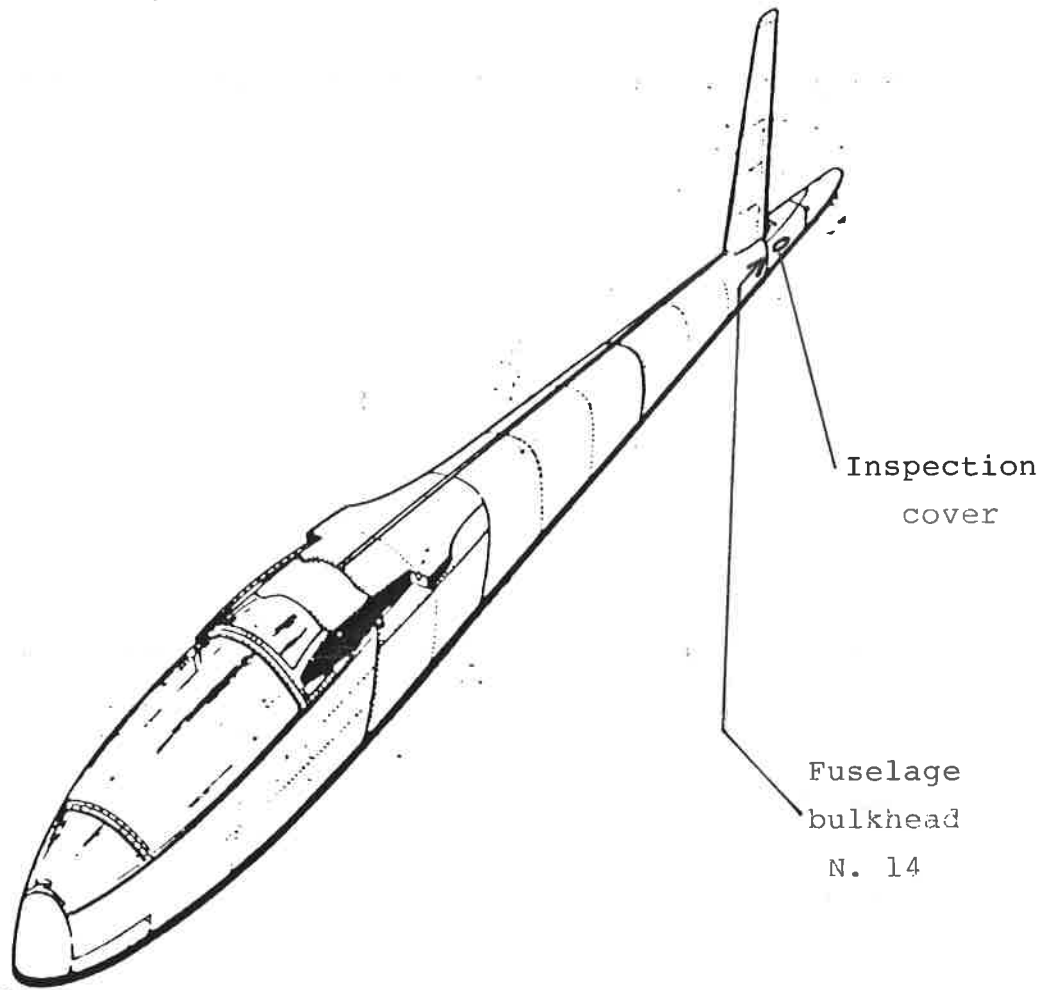
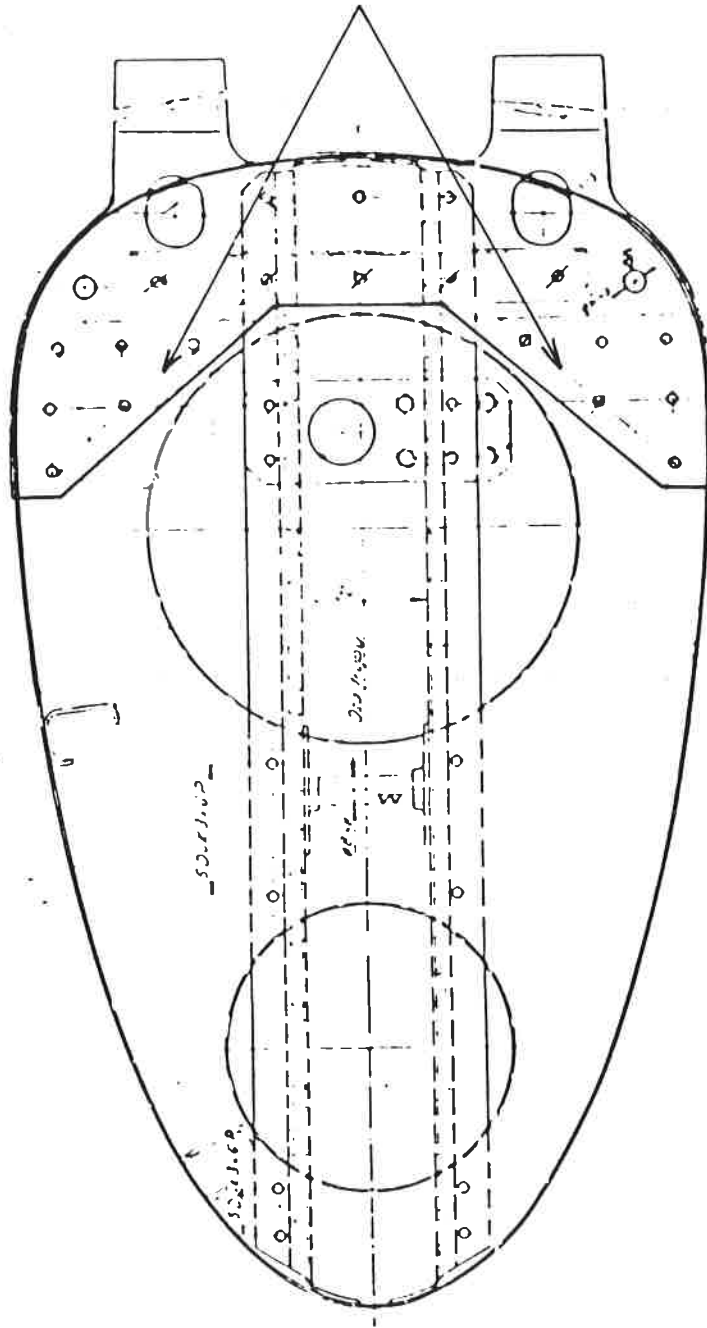


Fig. 1

Measuring contact point



Fuselage bulkhead N. 14 with attachment fitting P/N  
A 102 021 N

Fig. 2