Design Organisation Blanik Aircraft CZ s.r.o.
Beranových 65, 199 00 Praha 9, Czech Republic

MANDATORY BULLETIN

MB No: L13/108a REVISION 1

Concerns: All sailplanes L-13 "BLANIK" and L 13 A Blanik

Subject: Check for cracks on ribs and stringers in area of connection of skin and ribs No. 5, 7, 9 and 13.

Reason: Repeated occurrence of cracks in area of skin – ribs connection

This Revision 1 fully substitutes the previous initial release

To be carried out at the latest by:	As needed according to the bulletin content
To be carried out by:	Authorised Repair Organisation
Costs to be covered by:	Operator
Necessary material to be delivered by:	Blanik Aircraft CZ s.r.o., Beranových 65, Letňany, Czech Republic
Bulletin becomes effective:	On the date of its issue
Total number of pages:	6

Released: Mr. Oldřich Cimbálek .....
Chief of Office of Airworthiness

Blanik Aircraft CZ s.r.o.
Oddělení letové způsobilosti
Office of Airworthiness

30 -03- 2020

THE TECHNICAL CONTENT OF THIS DOCUMENT IS APPROVED UNDER THE AUTHORITY OF THE DOA REF. EASA.21J.609

A. WORKING PROCEDURE

General

Check the serial number of the checked wings. If it is wing type with the S/N xxx xxx form follow the procedure b). Otherwise, continue according to instruction a).

Procedure:

a) Procedure for check the wing of general serial number

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 dismounted 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 provide.

   Check the ribs and stringers (a 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 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 the mounting hole after the down air brake is dismounted.

   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 2,000 FLIGHT HOURS OR 10,000 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 Technical Manual (or Manual for Operation and Maintenance), 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 the at every B-type inspection and higher if the flight hours total number of the sailplane is within range of 2,000 up to 3,000. 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 3,000. 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 3,000 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, or at the inspections by manufacturer in order to extension of time to overhaul, or extension of service life.

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

2. If the flight hours total number of the L13 A Blanik sailplane is above 3,000, perform reinforcement of the wing skins joint in section No. 13 at the nearest C-type inspection according to IB L13/107b.

3. Carry out revision of operational documentation according to the L13/015d, L13/016d and L13/017d documentation bulletins.

b) Procedure for checking of wings with the S/N xxx xxx

1. Check the ribs and stringers edges for cracks in areas of wing skin joints (ribs No. 5, 9 and 13) from inner side of the wing. Perform the check on dismounted 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 provide.

   Check the ribs and stringers (a both sides of a rib) edges for cracks in the leading part of the wing, in sections No. 5, 9 and 13. Pay special attention also to 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. 5 and 9 are accessible through the cover in the skin. The section No. 13 is accessible through the mounting hole after the down air brake is dismounted.

   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 2,000 FLIGHT HOURS OR 10,000 TAKE OFFS AND MORE, ALWAYS PERFORM THE CHECK OF RIBS AND STRINGERS EDGES IN SECTIONS NO. 5, 9 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 Technical Manual (or Manual for Operation and Maintenance), 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 the at every B-type inspection and higher if the flight hours total number of the sailplane is within range of 2,000 up to 3,000. 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 3,000. 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 3,000 and the check of the ribs and stringers edges in sections No. 5, 9 and 13 was demonstrably carried out by means of an endoscope at B-type inspection in 2007 to 2010 years, or at the inspections by manufacturer in order to extension of time to overhaul, or extension of service life.

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

2. If the flight hours total number of the L13 A Blanik sailplane is above 3,000, perform reinforcement of the wing skins joint in section No. 13 at the nearest C-type inspection according to IB L13/107b.

3. Carry out revision of operational documentation according to the L13/015d, L13/016d and L13/017d documentation bulletins.

B. MATERIAL REQUIRED

Not required

C. ILLUSTRATED PART

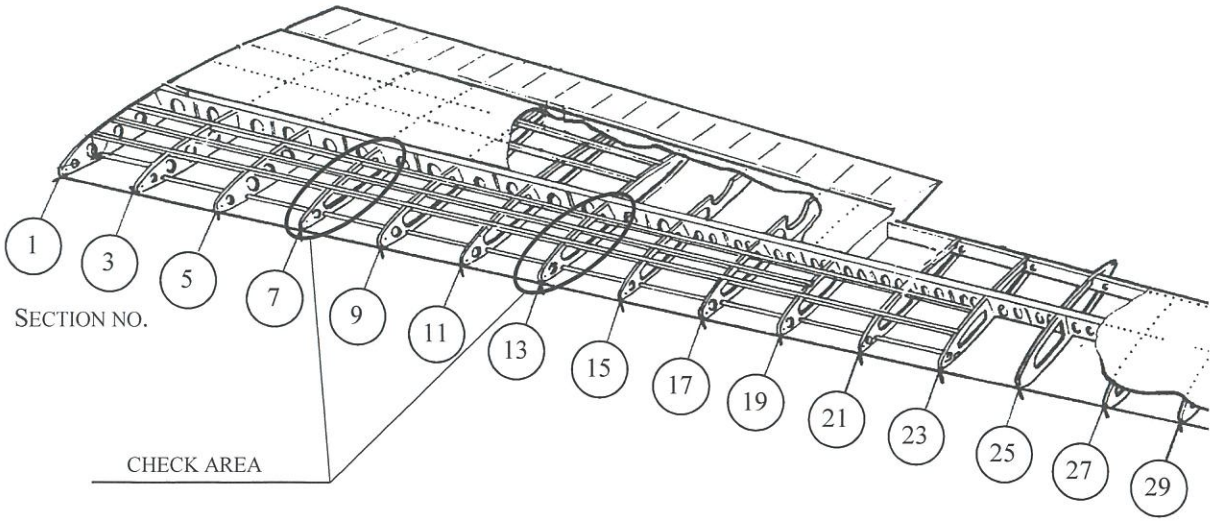

Fig.1 – Check area according to procedure a

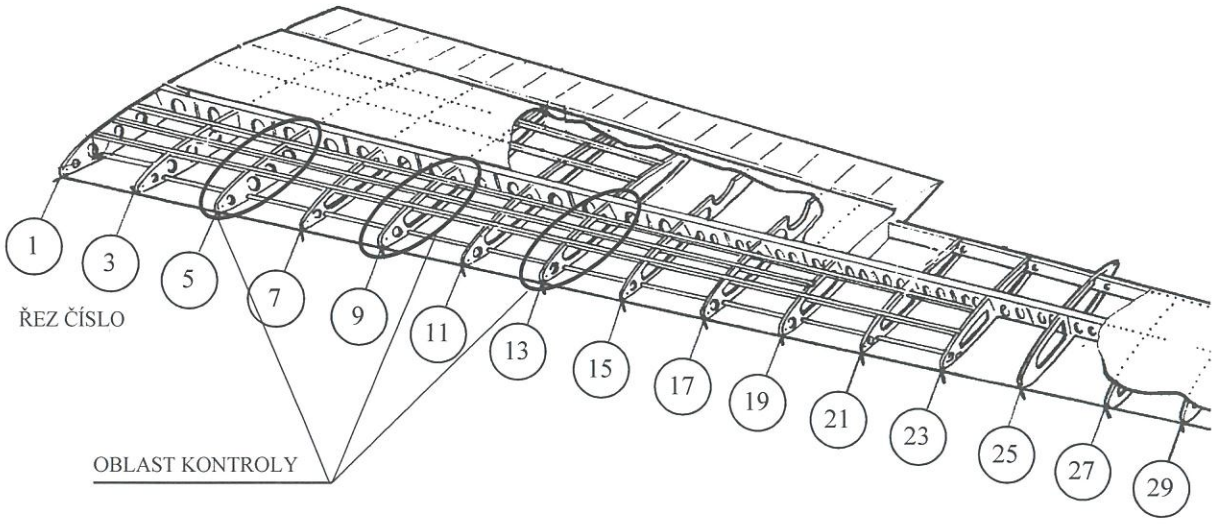

Fig. 2 – Check area according to procedure b

D. DOCUMENTATION REQUIRED

Approved technical documentation appropriate for given sailplane

- Technical manual of the L13 Sailplane, Doc. No.: Do-L13-1132.3, or
- Manual for Operation and Maintenance of the L13 Blanik Sailplane without overhauls, Doc. No.: Do-L13-1131.3, or
- Technical manual of the L13 A Sailplane, Doc. No.: Do-L13-1031.3

E. TOOLS REQUIRED

Aids for visual check of hardly accessible places.

F. SPARE PARTS IN OPERATION

Not affected.

G. SAILPLANE MASS

Not affected.

H. RECORD IN AIFRAME LOGBOOK AFTER BULLETIN IMPLEMENTATION

Check of the ribs and stringers edges for cracks in the wing leading part in sections No. 7 and 13, or sections No. 5, 9 and 13 has been accomplished in compliance with the MB L13/108a Revision 1

Found status:

- No cracks found out – sailplane released into operation
- Cracks found out – necessary realization of the IB L13/107b.
- The checks has been performed within the scope of inspection by manufacturer – see record No.:

Date: ..... Carried out by .....
(legible signature of verification person)