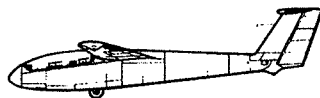




Aircraft Industries, a.s.



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 : 5

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 , 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 inspections 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.

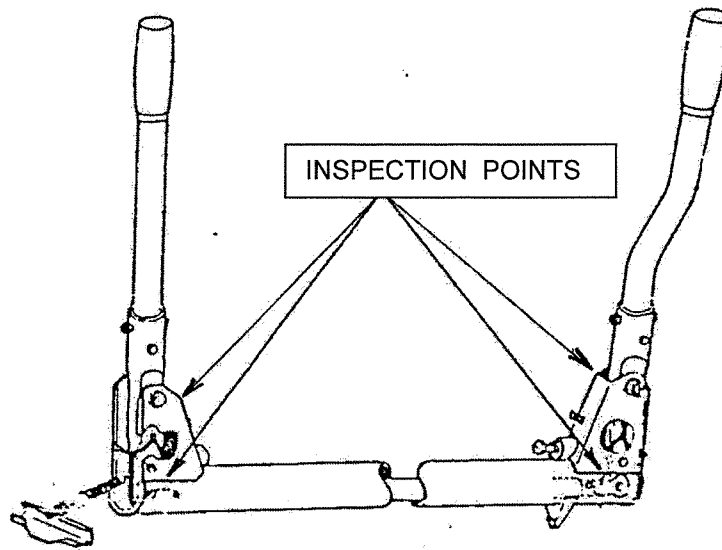
Inform immediately manufacturer about found defect in bridge assembly Dwg. No. A740 370 N at the same time with handover of sailplane operation data with a view to aerial acrobatics rate.
6. Reinstall the covers of control levers on the glider after performing the inspection.

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

C. ILLUSTRATED 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 .

