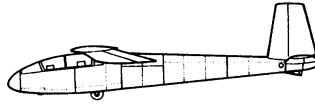




**Aircraft Industries**



## **MANDATORY BULLETIN**

**MB No.: L13/108a**

**Concerns:** All L13, L13A 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.

**To be accomplished by:** According to the bulletin text.

**To be performed by:** ICAO Annex 1 AML Holder with L13/L13A 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'.

.....  
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 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 then 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.

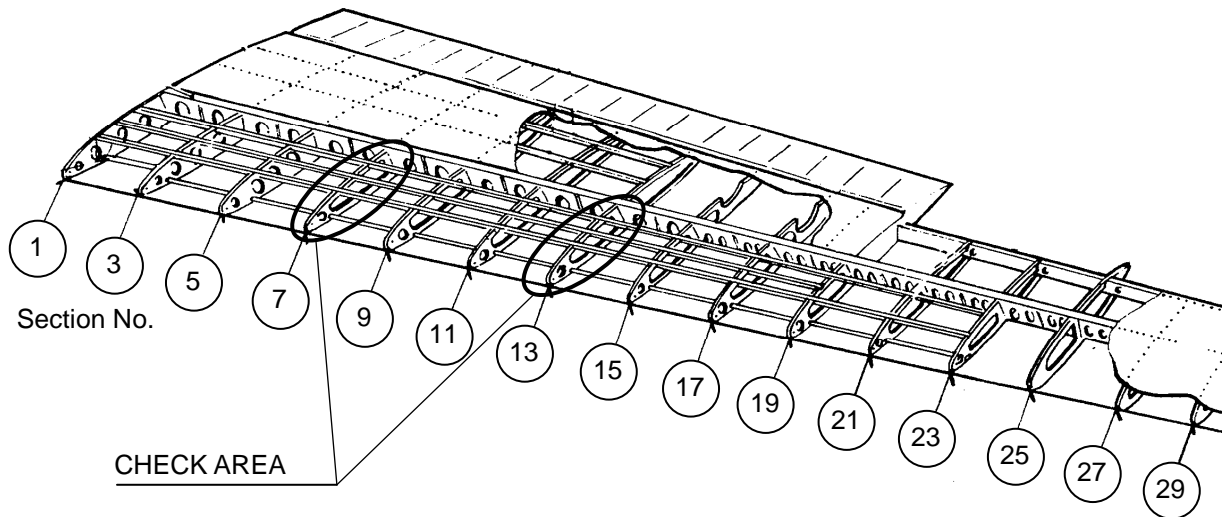
Check all over area of stringer joint on sailplanes on which the repair of stringer/s has been carried out.

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. MATERIAL REQUIRED

Not required.

## C. ILLUSTRATED PART



## 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 L-13 A Sailplane, Doc. No.: Do-L13A-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 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 L13/108a.

Found status:

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

Date: .....

Carried out by: .....  
(legible signature of authorized worker)