

Mandatory Bulletin No BO-11/98 MDM 1-FOX**Concerns:**

Additional inspection of aileron-drive fitting.

Way of introducing:

Immediately after receiving the Bulletin.

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on :

Anerkannt vom
Luftfahrt-Bundesamt

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13. Aug. 1998

1. Grounds for introducing this Bulletin.

A fracture to the aileron-drive fitting of the left-hand aileron occurred in a factory No 215 glider. The fracture has most probably evolved from former exceedence of the allowed tail-slide time, resulting in violent and uncontrolled aileron load being developed - see limitations on page 4.9 of „Flight Manual” (Issue III), or page 4.10 of „Flight Manual” (Issue II).

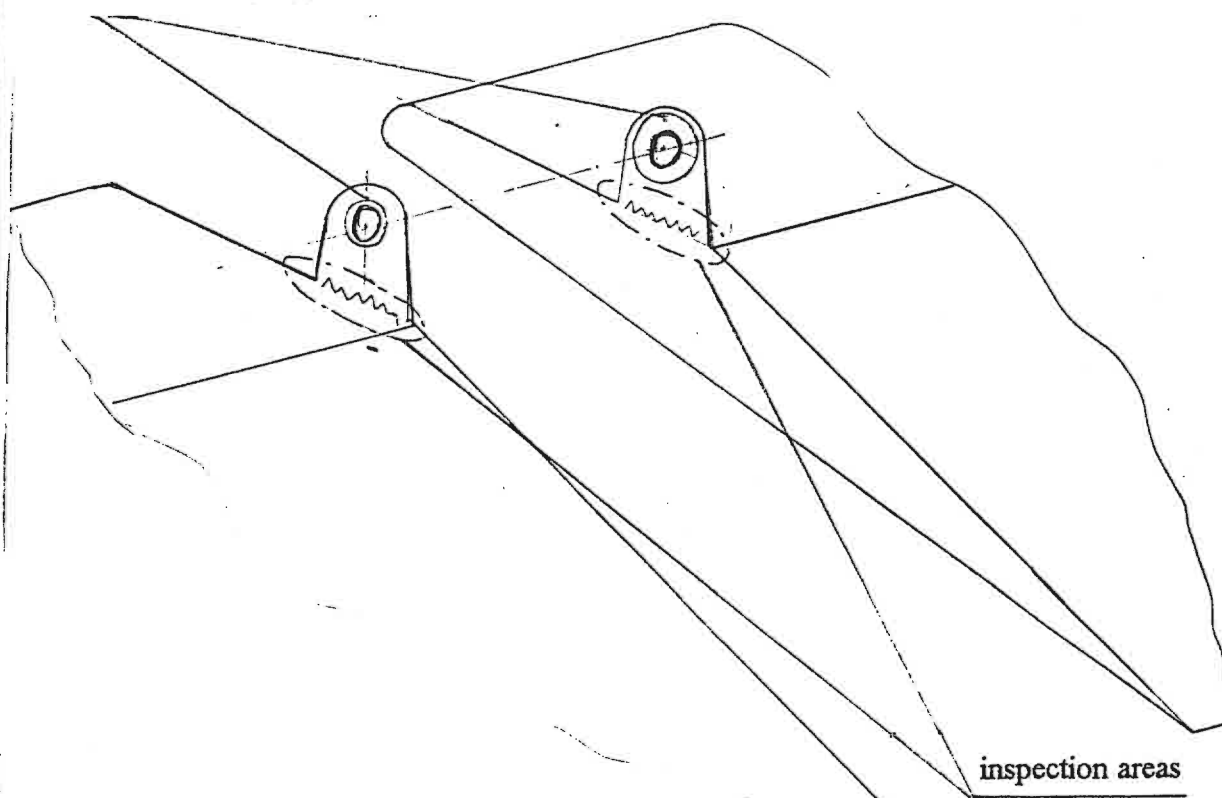
2. List of gliders covered with this Bulletin:

- factory numbers from P-14 to P-16,
- factory numbers from 201 to 223.

3. Modification introduced with this Bulletin.

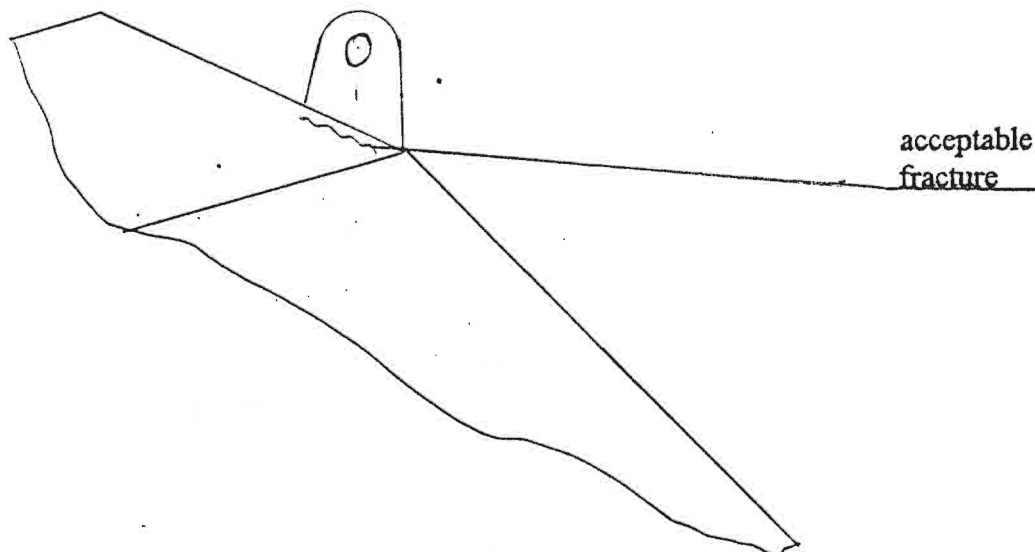
- a) after previous cleaning off the lacquer, check aileron-drive fitting (metal part) against fractures in the areas indicated on the drawing, use magnifying-glass of at least x5,

item 3, Fig. 6 of „Technical Service Manual” (Issue III and Issue II)



- b) after inspection secure cleaned elements against corrosion with a transparent epoxy lacquer (next inspection will then not require cleaning the fittings),
- c) record executing the inspection in glider's log book,
- d) after eventual identification of fractures, notify immediately the glider's producer sending an appropriate photographic and descriptive documentation,
- e) in this case the glider is grounded until the identified defects are removed,

- f) fractures to lacquer and these to underlying thickened resin at fitting - aileron connection are acceptable,



- g) replace pages 39 and 40 of „Technical Service Manual” (Issue III) or page 41 of „Technical Service Manual” (Issue II). New pages impose an obligation to carry out the above mentioned inspection after:
- every 50 flying hours,
 - every identified case of prolonged tail-slide, especially when control stick has been pulled out of not holding it strong enough pilot's hands,
- h) replace page 4.9 of „Flight Manual” (Issue III) or page 4.10 of „Flight Manual” (Issue II)

4. List of enclosures:

- pages 39 and 40 - interchangeable for „Technical Service Manual” (Issue III)
- page 41 - interchangeable for „Technical Service Manual” (Issue II)
- page 4.9 - interchangeable for „Flight Manual” (Issue III)
- page 4.10 - interchangeable for „Flight Manual” (Issue II)

5. Final statements:

In any doubts please contact the producer.

THE END