

BULLETIN No BE 03/96 MDM1-FOX

Concerns:

Enlarging the gap between the edges along the wing section contour , in the wing - fuselage connection .

Way of introducing:

Mandatory , on receiving this Bulletin .

Prepared in:

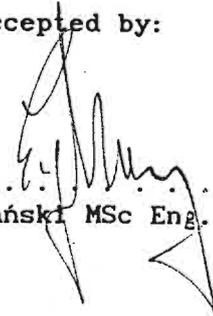
Zakład Remontów i Produkcji Sprzętu Lotniczego  
Edward Margański - Bielsko-Biała

Prepared by:



.....  
J. Biskup Eng.

Accepted by:



.....  
E. Margański MSc Eng.

Translated by



.....  
Tadeusz Zboś, Eng

Approved by

General Inspectorate of Civil Aviation  
Civil Aircraft Inspection Board

[ ----- ]

On: .....  
1996.03.11.

**1. Grounds for introducing this Bulletin:**

Basing on observations made both on gliders under operation and on the plane subjected to fatigue testing it has been found that the gap between the edges, in wing-fuselage connection, at maximum loads may be insufficient.

In some cases, the wing shell may touch the edge of fuselage, thus introducing additional stress.

It is recommended to enlarge the gap in wing-fuselage connection to approx. 4 [mm] over the whole wing section contour, on both wings.

**2. List of gliders covered with this Bulletin**

Factory Nos - from P-13 to P-16

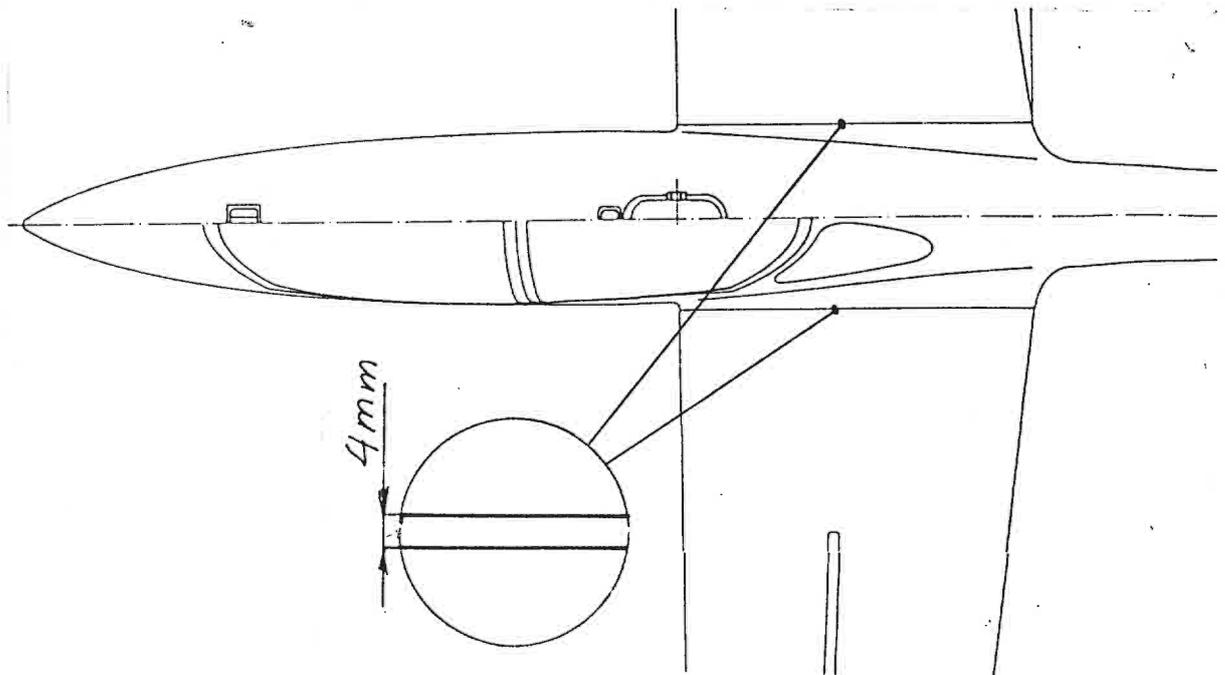
Factory Nos - from 201 to 207

**3. Procedure to accomplish this Bulletin.**

On the rigged glider grind the edge of wing shell (on both wings) over the whole wing section contour, till obtaining in wing - fuselage connection the constant gap size of 4 [mm].

On the wing spar portion, cut out the shell with blade, with special attention paid to avoid incisions to spar fabric.

Protect the grinded edges by covering them with lacquer or resin composition.



THE END