

Airworthiness Directive Schedule

Gliders

LET L-13 Blanik

31 August 2017

- Notes:**
1. This AD schedule is applicable to LET L-13 Blanik series aircraft manufactured under European Aviation Safety Agency (EASA) Type Certificate No. A.024 (formerly Type Certificate SAI 2725/59).
 2. The European Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft. State of Design ADs can be obtained directly from the EASA web site at <http://ad.easa.europa.eu/>
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *
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From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and you can obtain them directly from the National Airworthiness Authority (NAA) web sites. Links to the NAA web sites are available on the CAA web site at http://www.caa.govt.nz/airworthiness-directives/states-of-design/ If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.			6
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DCA/BLAN/1 Tow Rope rear Release - Modification

Applicability: All model L13
Requirement: Work SPP SB L13/017
Compliance: As detailed
Effective Date: 30 November 1971

DCA/BLAN/2 Horizontal Empennage Uniting Pin Bushing - Modification

Applicability: All model L13
Requirement: Work SPP SB L13/018
Compliance: As detailed
Effective Date: 30 November 1971

DCA/BLAN/3 Wing Front Hinge Pins - Modification

Applicability: Model L13 S/N 170101 through 174730
Requirement: LET NP OP L13/031
Compliance: As detailed
Effective Date: 30 November 1971

DCA/BLAN/4 Vertical Stabiliser - Inspection and Modification

Applicability: Model L13 S/N 174230 and below
Requirement: LET Mandatory Bulletin L13/040
(FAA-AD 75-17-28 also refers)
Compliance:

1. Inspection per para A - within the next 10 hours TIS and thereafter at intervals not exceeding 100 hours TIS until modified as per para's C and D.
2. Repair any cracks found in fin top rib or central stiffener per para's B, C or D depending on extent of cracking.
3. Modify per para's C and D by 30 September 1976

Effective Date: 9 September 1975

DCA/BLAN/5B Fatigue Life – Inspection, Modification and Life Limitation

Applicability: All model L13 aircraft.

Note: This AD revised to extend the threshold limits for the visual inspection, the replacement of the carry through spar, the spar modification and the commencement of the eddy current inspections.

Requirement: To extend the aircraft service life, accomplish the following:

1. Visual Inspections:

Accomplish a visual inspection of the spar flange in the wing and centre section for fatigue cracks per LET Mandatory Bulletin L13/045. Inspect the lower spar cap of the centre section wing spar and the wing spar lower cap extending 500mm from the spar attachment points. The critical area to be inspected for fatigue cracks are the inner sides of the spar caps, the through holes in the wing end rib and the web of the centre section wing spar.

2. Spar Carry Through Replacement:

Replace lower fuselage carry through member per Gliding Federation of Australia (GFA) AD 369 issue 1 or later approved revisions.

3. Spar Modification and NDT Inspections:

Modify and eddy current inspect the wings per option C in GFA AD 369 issue 1. Because of the expertise required for this inspection persons performing this work must be qualified in all respects of the eddy current procedure required. An approved repair scheme must be used to repair any damage or cracks found. Report inspection results per AD 369 to the GFA, and to the CAA of New Zealand.

(The Gliding Federation of Australia AD 369 issue 1 refers)

Compliance:

1. At 3750 hours TTIS and thereafter at intervals not to exceed 300 hours TIS until 6500 hours TTIS.
2. At 6000 hours TTIS or 21600 total cycles whichever occurs sooner.
3. At 6500 hours TTIS or 23400 total cycles whichever occurs sooner, and thereafter at intervals not to exceed 500 hours TIS or 1800 cycles whichever occurs sooner, until 10 000 hours TTIS when the wings must be removed from service.

Effective Date:

- DCA/BLAN/5 - 31 October 1971
- DCA/BLAN/5A - 19 March 1993
- DCA/BLAN/5B - 24 June 2010

DCA/BLAN/6 No 1 Bulkhead - Inspection and Modification

Applicability: Model L13 S/N 170101 through 174730

Requirement: Inspect bulkhead for cracks per LET Mandatory Bulletin L13/047. Repair cracks and reinforce as described in MB L13/047 including supplement dated 1 April 1978

Compliance: Not later than next overhaul. Reinspect uncracked bulkheads at intervals not exceeding 50 hours TIS until modified

Effective Date: 12 January 1979

DCA/BLAN/7A Stabiliser End Ribs & Vertical Stabiliser Attachment - Inspection

Applicability: All model L13

Requirement: 1. Inspect per LET Mandatory Bulletin L13/052 and repair or reinforce as necessary.
2. Inspect vertical stabiliser forward attachment brackets for cracks. Renew any brackets found cracked before further flight.

Compliance: Within next 50 hours TIS and thereafter at intervals not to exceed 250 hours TIS.

Effective Date: DCA/BLAN/7 18 May 1979
DCA/BLAN/7A 1 September 1995

DCA/BLAN/8 Spoiler Control - Inspection and Modification

Applicability: All model L13

Requirement: To prevent possibility of control interference accomplish the following:
With spoiler control in cockpit in closed position, carefully press control handle down against cover and check that handle attachment screw heads do not foul upper edge of slot. Adjust slot profile to provide adequate clearance as necessary, before further flight.

Compliance: By 31 August 1980

Effective Date: 4 July 1980

DCA/BLAN/9A Tail/Fuselage Attachment Fitting – Hardness Testing

Applicability: All model L 13 and L 13A.

Requirement: To prevent failure of the tail/fuselage attachment fitting, accomplish the following:-
Test the material of the fitting P/N A 102 021 N either per method A.2.a) or method A.2.b) of LET Mandatory Bulletin L13/085a. If the value measured during the test is not within the permissible limits specified, replace the attachment fitting per Mandatory Bulletin L13/085a before further flight.

(Czech AD 112/1999R1 refers)

Compliance: By 31 December 1999
(This revision to the AD now requires only one method of testing per the Mandatory Bulletin to be accomplished.)

Effective Date: DCA/BLAN/9 – 2 December 1999
DCA/BLAN/9A – 27 January 2000

DCA/BLAN/10 Control Sticks and Bridge – Inspection and Replacement

Applicability: Model L-13 and L-13A Blanik aircraft, all S/N

Requirement: To prevent failure of the forward and aft control sticks where these are attached to the connecting rods, (also known as the 'control bridge') due to the possibility of cracks which could result in loss of aircraft control in flight, inspect the control bridge for cracks in areas of juncture with the two control sticks per the instructions in paragraph A of Aircraft Industries a.s Mandatory Bulletin (MB) No. L13/105a.

If any cracks are found, replace the control bridge per MB No. L13/105a, before further flight.

Amend the aircraft Maintenance Manual and Maintenance Programme to include the repetitive inspection requirements per the instructions in Aircraft Industries Documentation Bulletin (DB) No.L13/009d for L13 aircraft, and per the instructions in DB No.L13/011d for L13A aircraft.

(EASA AD 2007-0212 refers)

Compliance: By 30 November 2007 or 50 hours TIS whichever occurs sooner and thereafter inspect at intervals as specified in the applicable amended Maintenance Manual and Maintenance Programme.

Effective Date: 30 August 2007

DCA/BLAN/11 Cancelled – DCA/BLAN/12 refers

Effective Date: 29 July 2010

DCA/BLAN/12 Cancelled – DCA/BLAN/13 refers

Effective Date: 6 August 2010

DCA/BLAN/13 Cancelled – DCA/BLAN/14 refers

Effective Date: 7 September 2010

DCA/BLAN/14 Cancelled – DCA/BLAN/15 refers

Effective Date: 28 July 2011

DCA/BLAN/15 Cancelled – EASA AD 2011-0135R1 refers

Effective Date: 27 January 2016

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2013-0252 Wing Spar Caps – Inspection and Repair

Effective Date: 1 November 2013

* [2011-0135R3](#) **Wing Main Spar – Inspection**

Applicability: L-13 and L-13 A Blanik gliders, all S/N.

Note: EASA AD 2011-0135R3 revised to reflect the change of the Design Approval Holder from Blanik Limited to Blanik Aircraft CZ s.r.o. and to introduce updated contact details.

Effective Date: EASA AD 2011-0135 - 20 July 2011
EASA AD 2011-0135R1 - 27 January 2016
EASA AD 2011-0135R2 - 2 August 2016
EASA AD 2011-0135R3 - 31 August 2017